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STATE OF CONNECTICUT

VOL. III

1898

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Printed by Order of the General Assembly

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HARTFORD  
1898

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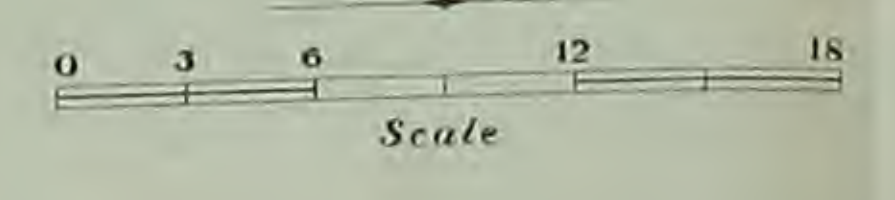
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OF THE  
**Railroads of Connecticut**  
TO ACCOMPANY THE REPORT OF THE  
**RAILROAD COMMISSIONERS.**  
1897.

- NEW YORK, N.H. & H.F.D. R.R. SYSTEM
- PHIL. READING & N.E. R.R.
- N.Y. & NEW ENGLAND R.R.
- NEW LONDON NORTHERN R.R.



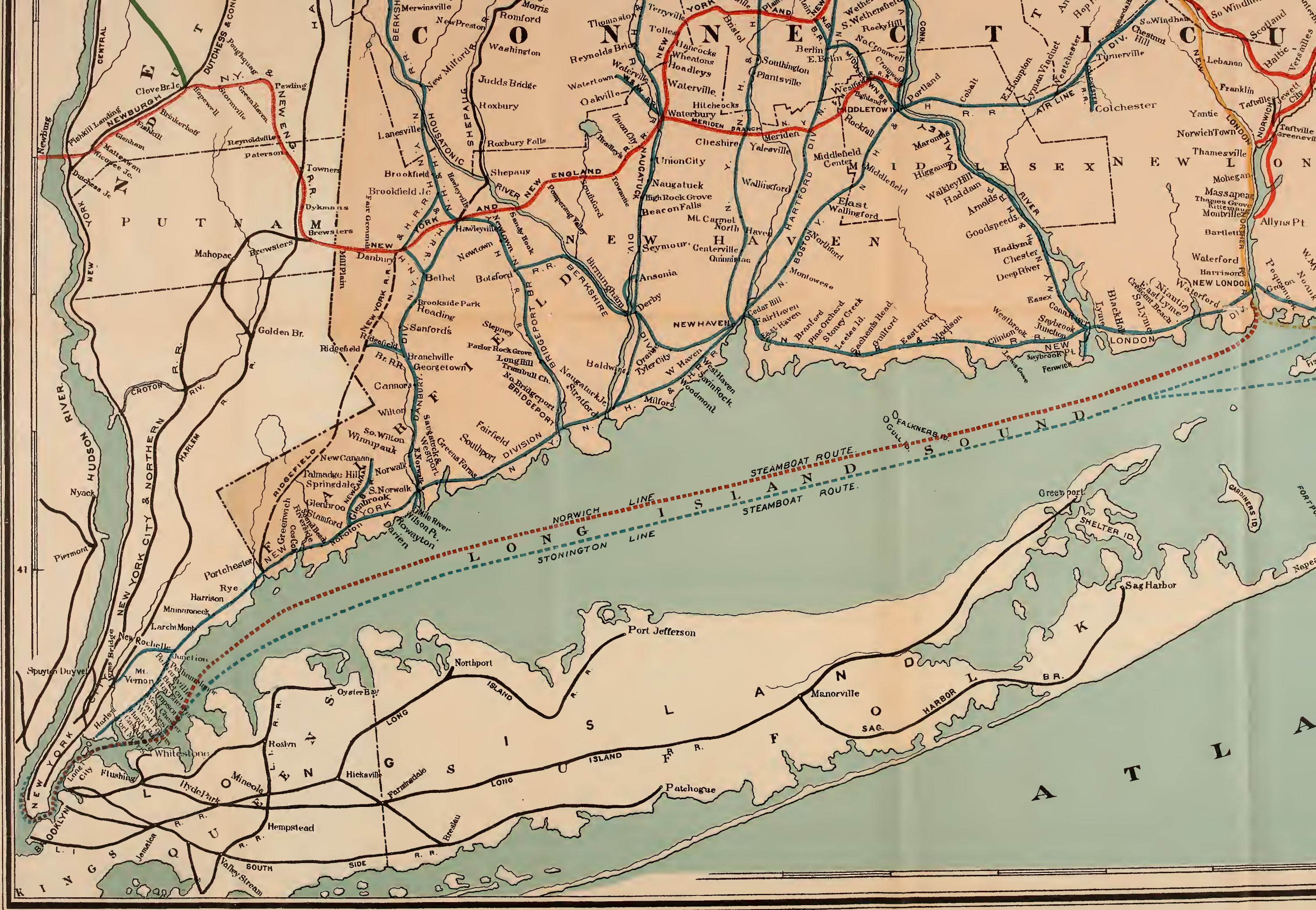
















- NEW YORK, N.H. & HFD. R. R. SYSTEM. ———
- PHIL. READING & N.E. R.R. . . . ———
- N. Y. & NEW ENGLAND R.R. . . . ———
- NEW LONDON NORTHERN R.R. . . . ———

**MAP**  
OF THE  
**Railroads of Connecticut**  
TO ACCOMPANY THE REPORT OF THE  
**RAILROAD COMMISSIONERS.**  
**1897.**







1897.

45TH ANNUAL REPORT

OF THE

RAILROAD COMMISSIONERS

OF THE

STATE OF CONNECTICUT.

TO WHICH ARE ADDED

STATISTICAL TABLES

COMPILED FROM THE

ANNUAL RETURNS OF THE STEAM AND STREET RAILROAD COMPANIES OF THE STATE FOR THE YEAR ENDING JUNE 30, AND SEPTEMBER 30, 1897, RESPECTIVELY.

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PRINTED BY ORDER OF THE LEGISLATURE.

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HARTFORD, CONN.:  
PRESS OF THE CASE, LOCKWOOD & BRAINARD COMPANY.  
1897.

RAILROAD COMMISSIONERS.

WASHINGTON F. WILLCOX,  
WM. O. SEYMOUR,  
ORSAMUS R. FYLER,



# State of Connecticut

## REPORT.

*To His Excellency, LORRIN A. COOKE,*

*Governor of Connecticut:*

The Forty-fifth Annual Report of the Board of Railroad Commissioners for the year 1897 is submitted, including the reports of the steam railroad companies for the year ending June 30, 1897, and of the street railroad companies for the year ending September 30, 1897, together with the statistical tables deduced therefrom. The year has been an uneventful one, as far as the steam roads are concerned, no new roads having been projected or constructed, and from present indications none are likely to be built until conditions change, for the important avenues of travel through the State are already occupied with lines sufficient to meet the present demands for steam transportation. Should any additional communication between neighboring localities be demanded the electric roads are likely to supply such demand.

In consequence of the general stagnation of business and the increased competition of electric roads, there has been a decrease of nearly \$400,000 in the freight and passenger earnings of the steam roads during the past year. The electric lines already constructed and others about to be constructed, will inevitably reduce still further the amount of local, short distance travel on the steam roads, and it remains for the future to determine whether the long-distance travel will be sufficiently increased to compensate for this loss. Some interesting experiments are now being made by the enterprising managers of some of the steam roads for the purpose of discovering some method of handling local passenger business at more frequent intervals, and less expense per train mile, than now appears possible under the existing conditions of steam transportation. One of these experiments, the electric third rail system, will be noticed under the head of electric roads. The other experiment consists of a

combined engine and car, recently designed and constructed, capable of carrying about sixty passengers, with which frequent trips can be made at about one-third of the expense of a fully equipped steam train, hauled by a locomotive, carrying a large amount of dead weight per each passenger transported. It would seem that the location of an engine in a compartment of a car used for the transportation of passengers might introduce an element of danger from steam and fire, in case of accident, that would equal or exceed the danger arising from the use of car stoves for heating purposes. The tendency of the past ten years has been to increase largely the weight of passenger and freight equipment, until the amount of dead weight carried is very large in proportion to each passenger carried, constituting on a train composed of drawing-room and sleeping cars about 92 per cent. of the total weight hauled. Possibly, there may be a partial reaction in this tendency so far as suburban or local equipment is concerned.

The injunction proceedings brought against the city of Bridgeport by certain tax-payers to prevent anything being paid by it towards the cost of the changes contemplated by the agreement between the city and the committee appointed by the Legislature, and ratified by us, which were pending at the time of our last report, have been decided by the Supreme Court, affirming the constitutionality of the Act of the General Assembly, approved June 22, 1895, and the agreement made in accordance therewith, and its decision will be found in the Appendix, pages 38-43. Subsequent to this decision other legal proceedings were instituted by certain land-owners for the purpose of resisting the condemnation of their land needed for carrying out the aforesaid agreement. The proceedings, which are an appeal from the decision of the Railroad Commissioners that the land in question is needed for the purpose of carrying out the conditions of the agreement between the city and the railroad company, have been brought before the Superior Court, and it has decided that no appeal lies in such cases, but the question is to be taken to the Supreme Court for its final decision. Pending these legal proceedings, all work of construction under the agreement has been suspended. The proceedings of the Board have largely been

such as pertain to the ordinary operation of the roads, and have been comparatively devoid of general interest. A brief synopsis is given of the more important cases requiring our action.

## PROCEEDINGS OF THE BOARD.

### NEW HAVEN.

The city of New Haven brought a petition on the 31st of May, 1897, asking for the planking of Hazel and Ivy Streets, where they cross the tracks of the Northampton road. It appeared at the hearing that an action was then pending before the Superior Court to determine whether these streets are legal crossings or not, and the petition was postponed without action until the decision of the court was ascertained.

The city of New Haven brought a petition asking for certain modifications in an order issued by us July 6, 1886, directing Chapel Street in said city to be carried over the freight-branch tracks of the New York, New Haven & Hartford Railroad Company, in accordance with certain plans then submitted and now on file in our office, claiming that public convenience and necessity at the present time required such changes to be made. It appeared that after the original order of July 6, 1886, was passed, one of the parties appealed therefrom to the Hon. Superior Court, and that said Superior Court rendered judgment, and made its order substantially in the form of the order appealed from. We held that all subsequent proceedings in the matter would be under the order of the Superior Court, and not of the Commissioners, and that our jurisdiction ceased when the appeal was taken.

On September 30, 1897, the Mayor and Common Council of the city of New Haven brought a petition asking that the New York, New Haven & Hartford Railroad Company be ordered to maintain a gate, or electric signal, or keep a flagman at each of the points where the Northampton Division of said railroad is crossed by Bassett Street, Argyle Street, Webster Street, Division Street, and Shelton Avenue. The case was heard and the crossings examined Oct. 23d, a gate being ordered at Webster Street, the hours during which the flagman shall be on duty at Shelton Ave. were extended until 9 p. m., and, in our opinion,

no additional protection was needed at present at the other streets named.

#### HARTFORD.

On the 23d of December, 1896, the Mayor and Common Council of the city of Hartford brought their petition asking that the New York, New Haven & Hartford and the New England Companies be required to maintain and operate a gate where said railroads are crossed by Hamilton Street in said city. The petition was heard and the crossing examined on the 13th day of January, and said companies were ordered to erect and maintain a gate at said crossing between the hours of 6.30 A. M., and 6.30 P. M.

The city of Hartford, through its Board of Street Commissioners, brought a petition July 6, 1897, for an extension of Sigourney Street in said city across the tracks of the Philadelphia, Reading & New England Railroad, and asked our approval of a proposed layout. The petition was heard July 23d, and on Aug. 3, and, after said hearings, from the evidence submitted, we decided that there had been no highway laid out, or ordered to be laid out, across said railroad, over the land and along the line indicated in said application, one of which conditions, we believed, must exist before we could take action upon such a proceeding. Also, as said railroad company is in the hands of a receiver, an application should be made to the court appointing him for permission to appear in behalf of said railroad company as a party to such proceedings. The application was, therefore, dismissed.

The Mayor and Common Council of the city of Hartford presented to us its request on September 27, 1897, for permission to construct a side track from the tracks of the New York, New Haven & Hartford Railroad Company across Windsor Street, at grade, into the brewery yard of Thomas Ryan *et al.* After hearing the request and examining the premises on Oct. 9th, permission was granted for the construction and operation of such a track by the said railroad, upon condition that the speed of all engines, cars, and trains crossing said street shall not exceed six miles an hour, and that a flagman shall be stationed at the crossing whenever it is to be used.

## CLINTON.

On the 16th day of January, 1897, proceedings were instituted by us for the elimination of all the grade crossings but one in Clinton, one-quarter of the expense of said change to be paid by the State, and the balance by the railroad company. The hearing upon this proceeding was begun Jan. 22d, and was continued from time to time until April 2d, when the final hearing was held. By the terms of the order issued five grade crossings were eliminated by the construction of two highway crossings under the tracks of the railroad, and one subway for pedestrians on the line of High Street.

## WALLINGFORD.

The Warden and Burgesses of the Borough of Wallingford and the Selectmen of the Town of Wallingford brought a petition on the 18th of March for an alteration of the Old Colony road crossing, Dudley's crossing, and Meeting-House crossing, the last being outside of the limits of the borough. The petition was heard the 14th of April following, when an order was made for the construction of a new highway on the easterly side of the railroad, and a new overhead crossing over the railroad, connecting the new road with the existing road, and closing the three crossings above mentioned. The cost of grading the new highway to be paid by the town, and the balance of the expense of the change to be paid by the railroad company.

## VERNON.

The New England Railroad Company brought its petition April 27, 1897, asking for the closing of a crossing of the Melrose branch of its railroad in the town of Vernon, by what is known as the Burke Hill road, and the substitution of another crossing not at grade about 600 feet westerly of the present crossing, and the construction of a new highway to connect the Burke Hill road with said under crossing. After proper notice and hearing the petition was granted, the railroad company to pay the expense of the change.



## MILFORD.

The Selectmen of the town of Milford brought a petition asking us to grant the New York, New Haven & Hartford Railroad Company permission to lay its tracks for side tracks or for switching purposes across two highways at grade situated on the westerly side of the Naugatuck Railroad in said town, waiving notice and hearing upon said petition. We granted the request, upon condition that the speed of all engines, cars, and trains crossing said highways shall not exceed six miles per hour.

## NORWALK.

The Mayor and Common Council of the city of Norwalk brought their petition, dated April 9, 1897, asking that gates be erected, or a flagman be stationed, at each grade crossing of the Danbury & Norwalk Railroad in the city of Norwalk. The petition was heard on the 27th day of May, and gates were ordered at the Cross Street crossing, and electric bells at the Catharine Street and Nash's crossings.

## UNION CITY.

The Warden and Burgesses of the borough of Naugatuck brought a petition April 29, 1897, asking that gates, a flagman, or electric signal, be maintained at a crossing known as Foundry Road, located at the north end of the station grounds at Union City, on the Naugatuck Railroad, in the town and borough of Naugatuck. The petition was heard on the 25th day of May following, and an electric bell was ordered to be maintained and operated at said crossing.

## BERLIN.

On the 25th day of June, 1897, the New York, New Haven & Hartford Railroad Company brought its petition requesting our approval of the reconstruction of a bridge over its tracks upon a highway, known as East Ellis Street in the town of Berlin, on the Berlin branch of its railroad. The plans submitted were approved, specifying the length of the bridge to be 44 feet, 3 inches, its width 20 feet, its height above the roadbed to be 19 feet, and its material to be wood. We also approved of the



change of grade in the approaches to said bridge to correspond with its changed height.

#### BRIDGEPORT.

The New York, New Haven & Hartford Railroad Company brought a petition, dated May 17, 1897, stating that the proper operation of its railroad and the terms of the contract subsisting between said company and the city of Bridgeport require the alteration of the location of said railroad in said city; and for said purposes and for additional tracks, turnouts, and freight and passenger stations and depots, the taking by the petitioner was required of certain pieces or parcels of land definitely shown on the plans referred to in said agreement between the petitioner and said city, dated December 21, 1895. The petition was heard on the 8th and 14th days of June following, and the parties were fully heard by their counsel and with their evidence. We found it necessary to take the several parcels of land referred to in said application for the construction and operation of the railroad of said company, in accordance with the terms of the aforesaid contract approved by us January 23, 1896. The case was appealed, as elsewhere stated, and is still before the courts.

#### WEST HARTFORD.

The Selectmen of the town of West Hartford brought their petition under Chapter 496 of the Special Acts of the General Assembly, January Session, 1893, asking for certain alterations to be made in the highway, and in the railroad bridge and tracks over the highway, and the abutments of said bridge, at Elmwood, in the town of West Hartford. The petition was heard Oct. 9th. and was continued from time to time until Dec. 13th when it was finally heard and our decision reserved until an early date.

#### WATERBURY.

The Selectmen of the town of Waterbury brought their petition, dated July 16, 1897, asking that some adequate alterations be made in a highway leading from Waterbury to Waterville, known as the Upper Waterville road, where the same crosses the tracks of the New England Railroad at grade, and praying that the highway be carried either over or under said railroad.

The petition has been twice heard, and was continued until Dec. 6th, when it was again heard, and continued for argument and final hearing until Jan. 24, 1898.

#### BRISTOL.

On August 1, 1895, in response to the petition of the Warden and Burgesses of the borough of Bristol, supported by the request of numerous citizens, we issued an order requiring the New York & New England Railroad Company to omit the sounding of the locomotive whistle at certain highway crossings in said borough, named in said petition. The Warden and Burgesses now ask that the order be vacated and the company be required to resume whistling, stating that experience has proved that it was exceedingly dangerous to omit whistling. The order is to be discontinued.

#### SUNDAY TRAINS.

Permission has been granted to run three Sunday trains between Watertown and Waterbury on the Naugatuck Division, and one on the Berkshire Division, on the ground that the same were required by public necessity.

The other matters requiring the consideration and attention of the Board were not of sufficient importance or interest to be given in detail here.

#### ACCIDENTS.

##### *Passengers.*

The number of passengers injured has been 29, of whom 1 was killed. Nine were injured by a collision, seven by jumping from trains, three fell from the platform of a moving train, the balance were injured in various ways by their own carelessness.

#### EMPLOYES.

The number of employes injured has been 220, 34 less than last year, of which injuries 27 resulted fatally, 10 less than for the previous year. These injuries were distributed as follows: Trainmen, 166; switchmen, gatemen, and flagmen, 13; and in the various other employments, 41; all less than last year. The number of trainmen killed was 12, compared with 18 last

year, with 4 switchmen, compared with 3 last year, and 9 others, as compared with 16 the previous year. 58 trainmen were injured coupling or uncoupling engines or cars; 41 fell from trains, 8 being killed; 15 were struck by overhead structures, 2 of them being killed; 7 were injured in collisions; 2 were injured in a derailment; 10 in other train accidents; and 33 in various other ways, 1 of them fatally. Of the 13 switchmen injured, 8 received their injuries in coupling or uncoupling, 2 being killed; 1 fell from an engine and was killed; and 4 were otherwise injured, 1 of them fatally. Of the number of other employes injured, 2 fell from trains, and the balance were injured in various ways, 11 of them being fatally injured. Of the employes, 70 were injured in coupling or uncoupling engines or cars, compared with 87 so injured last year.

#### TRESPASSERS.

The number of trespassers injured was 156, compared with 165 for the previous year, and the number killed was 89, instead of 95 last year.

#### NON-TRESPASSERS.

Besides those classed as passengers, employes, or trespassers, the number injured was 21, same as last year, and of this number 7 were killed.

#### HIGHWAY CROSSINGS.

The number injured at highway crossings was 27, same as last year, of which number 7 died from their injuries. The number of highway crossings at grade are reported to be 1,015, 15 less than last year, of which 170 are protected by gates, flagmen, or signal bells. The number of highway crossings under the tracks are 227, and the number carried over the tracks are 201. The safety appliance act of Congress, approved March 2, 1893, declared that after the first day of January, 1898, "it shall be unlawful for any common carrier engaged in interstate commerce to haul any car used in moving interstate traffic not equipped with couplers coupling automatically and controlled by train brakes," etc. It was apparent that the changes required by the act were not being made rapidly enough to enable the companies to comply with the provisions of the law on the date named,

and the delinquent companies made application to the Interstate Commerce Commission for an extension of time for an additional period of five years. It was stated at the hearing upon this application, held in Washington on December 1st, 2d, and 3d, that 44½ per cent. of the freight cars of the country were now equipped with couplers and 36½ per cent. with air brakes, and it was claimed that this was sufficient evidence that the roads had made an honest effort to comply with the provisions of the law. The principal reason given why they had not fully complied, was that the industrial depression which followed the passage of the act of 1893 had rendered many of the larger roads financially unable to make the outlay required by the law, many of the roads being bankrupt and in the hands of receivers, and others being seriously crippled by greatly reduced earnings. It was also stated, that if, after January 1, 1898, the roads were permitted to use only such cars as were equipped as the law directs, then an utter paralysis of traffic would follow, which would be disastrous to the business interests of the country. The secretary of the commission presented a statement showing the total number of cars owned by the roads asking for an extension to be 1,069,704, of which, those owning 288,280 cars had between 75 and 100 per cent. equipped; those owning 394,312 cars had between 50 and 75 per cent. equipped; those owning 230,271 cars between 25 and 30 per cent. equipped, and those owning 156,841 cars had below 25 per cent. equipped. The commission has decided to extend the time for a period of two years from January 1, 1898. In order that the magnitude of the changes required by the law may be more clearly understood, it may be stated, that, according to the last report of the Interstate Commerce Commission, the total number of freight cars in the country was reported to be 1,221,887, and to equip the same with couplers and breaks would require an expenditure of about \$140,000,000.00. The total number of freight cars belonging to the companies reporting to us is 17,991, of which number 9,165 are equipped with automatic couplers and 6,128 with train brakes, leaving 8,826 not furnished with couplers and 11,863 not supplied with train brakes. Automatic couplers cost about \$40.00 per car and air brakes about \$75.00 per car, making the expense of furnishing brakes and

couplers for the balance of the freight equipment to be about \$1,242,765.00.

## FINANCIAL STATEMENT.

### CAPITAL STOCK.

The total capital stock of the companies now reporting to us is \$100,393,050.88, a decrease of \$333,062.50 for the year. The Meriden, Waterbury & Connecticut River Railroad having been sold under foreclosure proceedings, its capital stock amounting to \$484,000, disappears from the list. The Hartford & Connecticut Western reports an increase of \$2,100, the New York, New Haven & Hartford an increase of \$136,500, the Boston & New York Air Line an increase of \$12,337.50, making a net decrease, as stated, of \$333,062.50. The amount of stock issued per mile of road owned is \$67,551.81, being \$49,516.91 per mile of single track, excluding sidings.

### FUNDED DEBT.

The amount of the funded debt reported by the companies is \$31,980,000. This, however, does not include the mortgage debt of the New York & New England Railroad Company, which constitutes an underlying lien upon the property of the New England Company amounting to \$11,500,000, making practically the total funded debt \$43,480,000 being \$31,578.64 per mile of road, or \$21,445.66 per mile of single track, excluding sidings.

### CURRENT LIABILITIES.

The current liabilities, now amounting to \$9,581,346.77, are \$3,019,290.96 less than for the previous year, being \$6,421.38 per mile of road, or \$4,725.81 per mile of single track, not including sidings.

### GROSS EARNINGS.

The gross earnings for the year are \$36,353,269.83, being \$393,261.38 less than last year. The gross earnings per mile of road operated were \$15,713.96.

The passenger earnings were \$18,376,363.86, a decrease of \$154,341.48. The passenger earnings per mile of road operated were \$7,943.27.



The freight earnings were \$17,596,267.50, a decrease of \$258,003.44. The freight earnings per mile of road operated were \$7,606.07.

#### OPERATING EXPENSES.

The operating expenses for the year were \$25,136,737.70, which were \$618,080.38 less than for the previous year, and constitute 68.8 per cent. of the total gross earnings.

#### NET EARNINGS.

The net earnings have been \$11,217,511.28, an increase of \$223,732.53, owing to the fact that the reduction of operating expenses has been greater than the decrease in gross earnings.

#### TAXES.

The amount of taxes paid by the various companies was \$1,996,938.23, which was about  $5\frac{1}{2}$  per cent. of the gross earnings, and 17 and eight-tenths per cent. of the net earnings. The amount of taxes paid to the State of Connecticut was \$874,436.95.

#### DIVIDENDS.

The total amount paid in dividends by the New York, New Haven & Hartford Railroad Company was \$4,373,494, the sum of \$569,978 being dividends upon the stock of its leased lines, and \$3,803,516 being upon its own stock, consisting of two dividends of 2 per cent. each upon a capital of \$47,475,700, and two of 2 per cent. each upon \$47,612,200. The total amount paid in dividends during the past year has been \$4,756,328. No dividends have been paid on \$34,813,950.88 of the capital stock reported.

#### PASSENGERS CARRIED AND PASSENGER REVENUE.

The total number of passengers carried during the year has been 49,783,689, being 2,193,959 less than for the previous year. The average length of each passenger trip was 17.42 miles, an increase of .47 miles over that of the previous year. The passenger revenue was \$15,685,040.01, being 31.50 cents per passenger, as compared with 30.46 cents for the previous year. Average receipts per passenger per mile, 1 cent and 82

mills. Passenger earnings per mile of road \$7,943.27. Passenger earnings per train mile, \$1.44.

#### FREIGHT CARRIED AND FREIGHT REVENUE.

The total amount of freight carried was 14,815,851 tons, being a decrease of 326,955 tons. The average haul was 81.58 miles, an increase of 1.89 miles. The total freight revenue was \$17,021,547.29. The average amount received for each ton of freight carried was \$1.15. Average received per ton per mile was 14 cents and 8 mills. Freight earnings per mile of road, \$7,606.07. Freight earnings per train mile, \$2.50.

#### TRAIN MILEAGE.

Passenger trains ran 12,724,761 miles, which was 360,059 miles more than for the preceding year. Freight trains ran 6,970,893 miles, a decrease of 198,934 miles. The miscellaneous mileage was 5,806,406 miles, a decrease of 278,084 miles. The total mileage of all trains was 25,502,060, being a decrease of 116,959 miles.

#### PROPERTY ACCOUNT.

The property accounts of the companies amount to \$170,093,602.76, showing a decrease during the year of \$181,460.42, which are included in the following items: Cost of roads, \$117,550,814.19; cost of equipment, \$12,133,727.14; bonds and stocks, \$16,729,179.66; other permanent investments, \$8,646,145.45; current assets, \$5,054,019.69; other assets, \$9,979,716.63. The average cost of road is \$78,772.10, making \$27,631.25 per mile of single track, exclusive of sidings, or \$21,754.81 per mile of single track, including sidings. The equipment averages \$5,244.86 per mile of road operated.

#### LENGTH OF ROADS.

The length of main line and branches in the State amounts to 1,008.15 miles; the length of second tracks is 242.93 miles, and the length of third and fourth tracks is 42.44 miles, making 1,335.96 miles of single track in main line and branches. There are also 448.76 miles of sidings, making 1,784.72 miles of track in the State.

## EARNINGS AND EXPENSES PER MILE OPERATED.

The number of miles of road operated was 2,313.45, and the gross earnings per mile operated were \$15,713.96, a gain of \$15.35 per mile. The operating expenses decreased \$137.33 per mile, amounting to \$10,865.47. The net earnings were \$4,848.49 per mile, being an increase of \$152.68 per mile, and were \$4,848.49 per mile operated.

## EARNINGS AND EXPENSES PER MILE RUN.

The gross earnings per mile run were \$1,826. The operating expenses per mile run were \$1,263, and per mile operated were \$10,865.47. The net earnings per mile run were \$0.5636.

## MAINTENANCE OF WAY AND STRUCTURES.

The sum of \$4,517,507.60 was expended for the maintenance of way and structures, being \$101,638.91 less than for the previous year, which is \$1,952.72 per mile operated, and 23 cents per mile run.

## CONDITION OF THE ROADS.

The mileage of the six operating roads doing business within the State is as follows:

*The New York, New Haven & Hartford Railroad.*

First track,	.	.	.	.	.	1,441.88	miles.
Second track,	.	.	.	.	.	525.77	"
Third track,	.	.	.	.	.	72.45	"
Fourth track,	.	.	.	.	.	70.52	"
Trackage rights,	.	.	.	.	.	61.12	"
Sidings,	.	.	.	.	.	831.31	"
Total, all tracks,	.	.	.	.	.	3,003.05	"

*New England Railroad.*

First track,	.	.	.	.	.	502.72	miles.
Second track,	.	.	.	.	.	114.34	"
Trackage rights,	.	.	.	.	.	25.04	"
Sidings,	.	.	.	.	.	223.32	"
Total, all tracks,	.	.	.	.	.	865.42	"

*The Philadelphia, Reading & New England Railroad.*

First track, . . . . .	179.75 miles.
Second track, . . . . .	4.60 "
Trackage rights, . . . . .	1.25 "
Sidings, . . . . .	42.02 "
<hr/>	
Total, all tracks, . . . . .	227.62 "

*New London Northern Railroad, Operated by the Central Vermont Railroad.*

First track, . . . . .	*121.00 miles.
Sidings, . . . . .	39.02 "
<hr/>	
Total, all tracks, . . . . .	160.02 "

*The Shepaug, Litchfield & Northern Railroad.*

First track, . . . . .	38.23 miles.
Sidings, . . . . .	4.26 "
<hr/>	
Total, all tracks, . . . . .	42.49 "

*South Manchester Railroad.*

First track, . . . . .	2.25 miles.
Sidings, . . . . .	2.33 "
<hr/>	
Total, all tracks, . . . . .	4.58 "
Grand total of all tracks of all roads, . . . . .	4,303.18 "

The condensed result of the operation of these roads for the year ending June 30, 1897, is as follows:

Gross earnings, . . . . .	\$36,353,269.83
Operating expenses, . . . . .	25,136,737.70
Net earnings, . . . . .	11,217,511.28
Expended for maintenance of way and struct., . . . . .	4,517,507.60
Expended for maintenance of equipment, . . . . .	4,024,566.41
Expended for new equipment, . . . . .	540,226.38
Number of new ties, . . . . .	1,451,579
Tons of new steel rails, . . . . .	20,943.05
New locomotives, . . . . .	30
New passenger cars, . . . . .	16
Total employes, including officers, . . . . .	25,777
Total compensation of same, . . . . .	\$16,079,950.74
No. empl'd in maintenance way and struct's, . . . . .	5,743
Amount paid for their services, . . . . .	\$2,825,692.75

\* The New London Northern Railroad owns and operates 121 miles, but all computations are made on the basis of 100 miles, that being the mileage from New London, Conn., to Miller's Falls, Mass., which is the length of road represented by capital stock.

The gross earnings are \$393,261.38 less than for the previous year, the operating expenses are \$618,080.38 less, and the net earnings are \$223,732.53 more, indicating that the economies practiced more than kept pace with the reduced earnings. The operating expenses are 68 and eight-tenths per cent. of the gross earnings, and the cost of maintenance of way and structures has been 17 and ninety-seven one-hundredths per cent. of the total operating expenses, making an expenditure for this purpose of \$1,469.22 per mile of single track, exclusive of trackage rights and sidings. The number of new ties laid per mile of single track has been 472, together with 20,943 tons of new steel rails laid, which would show that in these two important particulars the track has been well maintained. There has been a reduction of 1,610 in the total number of employes, 1,436 being taken from the maintenance department. The whole number of persons employed in the maintenance of way and structures has been 5,743, being 22 per cent. of the total number of employes.

#### NEW YORK, NEW HAVEN & HARTFORD RAILROAD.

In the annual report of the Board of Directors of this company to its stockholders for the year ending June 30, 1897, a statement was made showing the disposition of the increase in the capital stock and debt of the company during the ten years preceding June 30, 1897. We deem the statement of sufficient interest to the State which authorized this increase to be reproduced here.

" 1897. Capital stock,	.	.	.	.	.	\$47,612,200.00
" Convertible debenture certificates,	.	.	.	.	.	16,397,200.00
" Debentures non-convertible,	.	.	.	.	.	2,000,000.00
" Notes payable,	.	.	.	.	.	5,320,000.00
						<hr/>
Total stock and debt June 30, 1897.	.	.	.	.	.	\$71,329,400.00
1887. Capital stock,	.	.	.	.	.	15,500,000.00
						<hr/>
Total increase in stock and debt,	.	.	.	.	.	\$55,829,400.00



Expenditures for the ten years preceding June 30, 1897, as follows:

Real estate and right of way, . . . . .	\$7,317,762.34
Four-tracking New York Division (excluding right of way)	9,371,541.90
Double-tracking Shore Line Division (excluding real estate)	3,223,389.54
Other eliminations of grade crossings, . . . . .	1,333,253.28
Harlem River Branch, . . . . .	905,423.14
New office buildings, New Haven, New York, and New Britain, . . . . .	495,524.63
Hartford Division improvements, . . . . .	429,353.66
Power Station, Berlin, and third rail and electric bonding New Britain branch, . . . . .	130,247.82
Engine houses and other improvements at New Haven,	425,184.60
Air Line Division improvements, . . . . .	354,283.91
Berkshire Division improvements, . . . . .	309,261.28
Northampton Division improvements, . . . . .	83,566.15
Bridges other than those connected with four-tracking and double-tracking, . . . . .	203,876.51
Miscellaneous, . . . . .	342,131.97
New rolling and floating stock, . . . . .	3,473,208.09

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Total construction, permanent improvement and equipment of the property, . . . . .	\$28,398,008.82
For advances account of Providence Terminal, . . . . .	1,885,892.30
For advances acct. of Dartmouth Street Terminal, Boston,	555,167.96
For acquisition, by exchange, of stocks of leased lines merged (N. Y., P. & B., H. & C. V., Stamford & New Canaan, and Shore Line Railroads, . . . . .	6,650,000.00
For acquisition of stocks and bonds of leased lines not merged, . . . . .	8,530,334.29

For investment in the following companies:

Stock and bonds of New England R. R. Co., and leased lines,	8,829,971.91
Stock of Prov. & Ston. S. S. Co., . . . . .	1,090,889.39
Stock of Shepang, Litch. & N. R.R. Co., . . . . .	382,522.15
Stock, bonds, and notes of Meriden Electric R.R. Co., . . . . .	393,857.50
Stock, bonds, and notes of Stamford Street R. R. Co., . . . . .	278,020.77
Stock of Boston Terminal Co., . . . . .	100,000.00
Stock of N. Y., N. H. & H. R.R. Co., . . . . .	291,076.38
Miscellaneous, . . . . .	221,795.00

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Total expenditures, . . . . . \$57,607,536.47

The difference of about \$1,800,000 between the increase in stock and debt, and the expenditures, was obtained from surplus earnings and realizations of cash assets."



*New York Division.*

The improvements through the city and town of Stamford, in progress at the time of our last report, a particular description of which were given therein, were completed in July of the past summer, and are fully equal to the standard set for similar work on other portions of the line. The four-tracking and elimination of grade crossings on the main line of this division are now completed, except through the city of Bridgeport, where the work is suspended pending the solution of the various legal problems connected therewith. Two new piers have been built at the west end of the Cos Cob bridge, in place of the old ones, the foundations of which had become insecure. The new piers are 48 feet high, extending 24 feet below high water, to a solid gravel foundation. The West Haven piling, about 2,000 feet in length, has been filled, except about 247 feet, spanning West River, and the embankment is now carrying the heavy traffic of the road safely, with no material settlement apparent.

*Hartford Division.*

The most interesting and important changes on this division are the double-tracking of the New Britain branch, with a third electric rail in the center of each track, and the construction of an electric power house at Berlin to furnish electricity for the operation of electric roads in four different directions on this division, and also supply power for the New England road in either direction from New Britain. The New Britain branch is now so operated, also the New England road from New Britain to Hartford. A new freight yard has been constructed at New Britain south of the former yard, near the Vulcan Iron Works. Some nine miles of new 100-lb. steel rails have been laid during the past summer on the main line of this division at various points south of Hartford.

*Air Line Division.*

The improvements described at length in our last report have been completed and brought into service, and contribute materially to the successful and satisfactory operation of the line. About 45,000 new ties, 25 tons of new steel rails and 160 tons

of second 72-lb. rails have been placed in the track during the past season. The track and bridges are in excellent condition.

### *New London Division.*

In Clinton five grade crossings have been eliminated by the substitution of two crossings under the track to accommodate the highway travel, and one under crossing for pedestrians, together with the construction of a new highway on the north side of the railroad, giving convenient access to the new crossings from the highways discontinued. The highways discontinued were in the thickly-settled portion of the village of Clinton, and it was impossible to construct crossings in the line of the existing streets, either over or under the tracks, without inflicting serious damage to contiguous property. By a slight change in the location of the two principal crossings these damages were avoided without serious inconvenience to public travel. A new and commodious passenger station, with ample platform accommodations, has been erected, located north of the tracks and east of the site of the old station, which is to be moved further west, and converted into a freight station. The changes were wisely planned and contribute much to the safety and convenience of the public in its access to the railroad stations, and in the use of the streets, and adds greatly to the general appearance of the town as viewed from the railroad. There are now remaining only six highways at grade on this division between New Haven and New London.

### *Stonington Division.*

The track and bridges on this division have been maintained in a satisfactory condition.

### *Naugatuck Division.*

The roadbed of this division, being located mainly along the banks of the Naugatuck River, has suffered considerably during the past summer from the effects of various freshets which have occurred, and to guard against similar damage in the future the slopes of the roadbed in the most exposed places have been rip-rapped with stones at numerous points. The bridges on the line have been renewed and repaired wherever needed, and are

in good condition. It is officially announced that new station buildings are to be constructed at Torrington, suitable for the accommodation of the business of that growing place.

*Northampton Division.*

The road of this division was also badly washed in various places by the summer freshets, and considerable time and labor was required of the maintenance department in repairing the damage so done. The masonry of an arch of 8 feet span on the New Hartford branch, below Unionville, gave way during the past summer and it has been reconstructed in a strong and substantial manner. The usual amount of ballasting has been done and the track has been maintained in good condition.

*Valley Division.*

About 20,000 new ties have been placed in the track of this division, and such repairs as were needed have been made upon the bridges. They are both in satisfactory condition.

*Berkshire Division.*

The various lines of this division, including the Derby and Ansonia branch, the Botsford branch, and the line from Bridgeport to the Massachusetts line, have been maintained in their usually good condition. The improvements described in our last report as then in progress were completed as intended, and during the present season no new work has been undertaken.

*Danbury Division.*

The track and bridges of this division have been maintained in good condition, but, aside from the work of maintenance, nothing has been attempted.

SUMMARY OF THE OPERATIONS OF THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD SYSTEM FOR THE YEAR ENDING JUNE 30, 1897.

The gross earnings for the year have been \$29,623,333.10, being \$722,297 less than for the preceding year. The operating expenses have been \$20,043,257.54, being 67 and six-tenths per cent. of the gross earnings, and is \$1,093,969.05 less than

last year. The net earnings are \$9,580,075.56, which are \$371,672.05 more than for the previous year. The amount expended for the maintenance of way and structures has been \$3,526,973.81, which is \$371,672.05 less than the amount expended for that purpose last year, and amounts to \$1,671.06 per mile of single track operated, exclusive of trackage rights and sidings, being 17 and six-tenths per cent. of the total operating expenses. The number of new ties placed in the track is 1,088,585, being 515 ties per mile of single track, exclusive of sidings. The number of tons of new steel rails laid has been 17,165.45. The maintenance of equipment has cost \$3,324,106.09, and the sum of \$540,226.38 has been paid out of operating expenses for additional equipment, consisting of 20 passenger locomotives, 10 freight locomotives, 11 passenger cars, 5 other cars, 3 wrecking cranes, 4 car floats, and additional electric equipment. The whole number of employes, including officers, is 20,768, being 1,494 less than last year, to whom the sum of \$13,116,500.90 has been paid as compensation for services rendered. The number employed in the maintenance of way and structures has been 4,662, being 937 less than the previous year, to whom \$2,380,385.75 has been paid for work done.

#### NEW ENGLAND RAILROAD.

The general depression in business, which has been manifested in a large decrease of the earnings of the company, has not prevented it from making such expenditures upon its road-bed, track, bridges, and equipment as were necessary for the proper maintenance and preservation of its property. The Hop Brook trestle west of Waterbury, a structure about three hundred feet long and ninety feet high, has been filled at a cost of about \$9,000. About 50 miles of the track has been thoroughly ballasted during the past season, and a liberal renewal of ties and rails has been made, as will be seen in the summary of this statement. New stations have been erected at East Windsor and Melrose on the Connecticut Central branch, and one is in process of erection at Moosup on the Providence branch, all to replace those burned. Several of the short wooden bridges, which needed renewal, have been replaced with iron girders, and

such repairs as were necessary have been made upon other bridge structures. Very large expenditures have been made upon the equipment of the company during the past year. Of the 199 locomotives, 145 have been repaired at an average cost of about \$1,500 each, and 3,800 freight cars have also been repaired, at an average cost of about \$554 each. Air brakes have been placed on 449 freight cars, and 548 have been furnished with automatic couplers. Sixteen locomotives and 768 freight cars, after careful inspection, were found to be unfit for further service, and have been disposed of. It is stated by the management of the company that the principal loss of income from operation has been experienced in purely *local* freight and passenger business, rather than in the *through* business; and is accounted for, partly, from the general stagnation of business, and, partly, from the increased competition of the electric street railways. As an instance of the latter, it is stated that the competing lines of electric street cars between Boston and Dorchester (five miles) caused a loss of more than 350,000 passengers during the year.

The gross earnings of the system for the past year have been \$5,237,190.73; the operating expenses were \$3,997,873.09, being 76 and three-tenths per cent. of the gross earnings. The net earnings were \$1,239,317.64. The amount expended for maintenance of way and structures was \$759,268.70, being \$1,230.46 per mile of single track operated, excluding trackage rights and sidings, which is 18 and nine-tenths per cent. of the total operating expenses. The amount expended for the maintenance of equipment has been \$601,025. The number of new ties placed in the track is 263,143, being 426 ties per mile of single track, excluding sidings. The number of tons of new steel rails placed in the track has been 3,378, weighing 79 lbs. per yard. The total number of employes, including officers, is 4,021, and the total compensation of the same has been \$2,368,371.72. The number employed in the maintenance of way and structures has been 739, being 18 and three-tenths per cent. of the whole number of employes, to whom have been paid the sum of \$308,356.-88 for their services.



## PHILADELPHIA, READING &amp; NEW ENGLAND RAILROAD.

Since our last report a new roadbed has been excavated through the solid rock, for a portion of the track, just south of Tariffville, which was rendered unsafe by the action of the high water of the Farmington River in times of freshet, from the effects of which it was difficult and expensive to protect the embankment over which it formerly passed. The track has been removed to the new roadbed excavated for it, where it will always be safe from any such causes hereafter. The bridges and trestles on the line in Connecticut have been repaired and strengthened as required, and a new iron girder has been erected in place of a wooden bridge in the town of Simsbury. The station buildings at Lakeville, East Canaan, and West Winsted have been repainted and put in good order, the latter being furnished with toilet accommodations connected with the sewer, and lighted with electricity. The freight station at Hartford has been rebuilt and painted, a new freight office has been erected there, and the tracks in the yard have been rearranged and lengthened. During the past summer 2,200 tons of new 80-lb. steel rails have been placed in the track, replacing the 60-lb. steel rails which had been in service for fifteen or twenty years, and were badly worn and bent. This expenditure, having been made since June 30th, does not appear in the report of that date.

The gross earnings for the year have been \$647,474.86, being \$99,095.07 less than for the preceding year. The operating expenses have been \$452,297.02, being \$93,598.66 less than last year. The net earnings are \$195,177.84, being \$5,496.41 less than for the previous year. The amount expended for maintenance of way and structures has been \$99,500.76, being \$536.10 per mile of single track operated, excluding sidings, and constituting 22 per cent. of the total operating expenses. The number of new ties placed in the track has been 59,195, being 319 new ties per mile of single track, exclusive of sidings. The number of employes, including officers, is 454, to whom the sum of \$278,308.62 has been paid for their services. The number employed in the maintenance of way and structures has been 159, which is 35 per cent. of the whole number of employes, and the sum of \$76,132.62 has been paid to them for service rendered.

## NEW LONDON NORTHERN RAILROAD.

*Operated by the Central Vermont Railroad Company.*

The numerous bridges on the line of this road have received such renewal and repairs as were needed to put them in satisfactory condition. A new iron bridge has been erected during the past season at South Willington, of similar style to those recently constructed at various places on the line. The bridge recently burned south of Yantic has been replaced temporarily with a pile bridge, pending the erection of an iron bridge in place of the same soon. New steel rails are now laid from New London north to a point about three miles below the city of Norwich. The gross earnings of the road for the past year have been \$768,571.58, being \$55,242.14 more than the previous year. The operating expenses were \$576,784.94, and are \$143,281.49 in excess of the expenses of the last year. The net earnings are \$191,786.64, which is \$88,039.35 less than for the preceding year. The amount expended for the maintenance of way and structures has been \$102,365.44, being \$1,023.65 per mile of single track, exclusive of sidings, and constituting 17 and seven-tenths per cent. of the total operating expenses. The number of new ties placed in the track has been 25,000, being 250 new ties per mile of single track, exclusive of sidings. The number of tons of new steel rails laid has been 244. The whole number of employes, including officers, is 510, to whom the sum of \$269,127.60 has been paid as compensation for services rendered. The number employed in the maintenance of way and structures has been 105, being about 20 per cent. of the total number of employes, and the amount paid for their services has been \$39,690.60.

## SHEPAUG, LITCHFIELD &amp; NORTHERN RAILROAD.

A new iron girder bridge has been erected during the past summer in place of a combination bridge between Roxbury Falls and Roxbury, and an iron arch of 8 feet span is being erected about two miles north of Morris, to provide a larger water-way where a washout occurred during the past summer. About eight miles of the track has been re-ballasted the past season, and six miles of new fence has been built. The gross earnings have

been \$66,767.38, about \$11,584.84 less than the earnings of the preceding year. The operating expenses were \$55,613.78, being \$4,949.14 less than last year, and the net earnings have been \$11,153.60, being \$6,635.70 less than for the previous year. The amount expended for the maintenance of way and structures has been \$26,528.73, being \$693.92 per mile, and constitutes about 48 per cent. of the total operating expenses of the year. The number of new ties placed in the track has been 14,456, being 378 ties per mile. The number of tons of steel rails laid is 50.6. The total number of employes and officers is 112, to whom \$39,712.65 has been paid for services rendered, and the number employed in the maintenance of way and structures has been 75, whose compensation has amounted to \$19,327.15.

#### SOUTH MANCHESTER RAILROAD.

While this road has been operated at a loss for the two years past, on account of the competition of the electric road, the property has been maintained in its usually good condition. The gross earnings have been \$9,932.18, the operating expenses, \$10,911.33, leaving a deficit of \$979.15. The amount expended in the maintenance of way and structures has been \$2,870.16, the number of new ties furnished, 1,200, and 105 tons of new steel rails have been laid, although this includes the rails laid for several years past, not heretofore reported. The number of employes and officers is 12, who have received \$7,925.25 for their services, and the number employed in the maintenance of way and structures has been 3, whose compensation has been \$1,799.75.

#### RIDGEFIELD & NEW YORK RAILROAD.

It is officially reported that this company contemplates constructing about five miles of its road between Portchester and North Greenwich, and operating the same with electricity.

#### STREET RAILWAYS.

The General Assembly of 1896 granted acts of incorporation to fifteen new street railways, and made thirty-three amendments to existing charters, permitting various extensions.

The Torrington & Winchester electric road has been built

between Torrington and Winsted, a distance of about eleven miles, with a branch to Highland Lake of about one and one-ninth miles in length, and is now in operation, but it was not out of the hands of the contractor on September 30th, hence no report was made on that date, and its mileage does not appear in the list of roads given.

The next annual returns of the street railways will be for a period of nine months, extending from September 30, 1897, to June 30, 1898, and thereafter will be for the fiscal year ending June 30th of each year, covering the same period and being due at the same time as the returns of the steam roads. At the last national convention of the Railroad Commissioners of the several states and the Interstate Commerce Commission, held at St. Louis, a committee was appointed to act in conjunction with a committee of the Railway Accounting Association and of the National Street Railway Association to prepare a proper form of keeping the construction and operating expense accounts of street railways, hoping that such form might be universally adopted, and thus a uniform system of returns be secured. Such a uniform system of accounting and returns is exceedingly desirable and is so considered by the most important of the street railways. The subject of a proper classification of the construction accounts of the street railways was treated at length in our last report, and will not now be repeated, although what was then said is still true. An act was prepared and presented to the last Legislature, making it the duty of such companies as had not already so classified their accounts to do so before making their next annual report, but the act was so amended as not to be applicable to the companies for whom it was intended, and nothing has been done in this direction. The application of the electric third-rail system between Berlin and New Britain, and New Britain and Hartford, is attracting the attention of prominent railroad officials throughout the country, who have similar conditions existing on their own lines. Before the third-rail service was begun between New Britain and Hartford, the steam road was running eight passenger trains each way daily, carrying about 750 passengers, at an average fare of 18 cents each way. The electric line was put in operation for business May 24th, and, up to Nov. 1st, it



had carried 414,000 passengers at a fare of ten cents per trip. Trips are made every thirty minutes from 6 A. M., to 11.30 P. M., daily. This shows a daily average of 2,587 passengers, at \$258.70 per day, as compared with 750 passengers, at \$135 per day, for week days only, when operated by steam. The operation of the system during the coming winter will be watched with much interest.

During the past summer the Central Railway & Electric Company and the Hartford Street Railway Company opened a trolley line between New Britain and Hartford, and have been carrying a large number of passengers, in addition to those carried by the third-rail system. We would be pleased to give the number of passengers carried by the trolley line if we possessed the information.

A paper read before the National Street Railway Association at Toronto, Can., by Col. N. H. Heft, Chief of the Electrical Department of the New York, New Haven & Hartford Railroad, concerning electric railroading on that system, is so interesting and instructive, especially in its description of the third-rail system, that it has been reproduced in the Appendix, pages 95-107, for the information of those interested in the subject.

#### LENGTH OF ROADS.

The total length of the electric roads in operation and reporting to us September 30, 1897, is 362.02 miles, exclusive of sidings, and 385.70 miles, including sidings, making 23.68 miles of sidings. This is an increase of 32.68 miles in the main line, and 1.10 miles in the sidings. These changes in mileage have occurred on the following roads: The Central Railway & Electric Company has added to its mileage 3.99 miles, the Enfield & Longmeadow, 8.36 miles, has been added to the list since last year, the Fair Haven & Westville reports .22 miles more than last year; the Hartford Street Railway Company has added to its length 5.66 miles; the Meriden Electric Company reports .50 miles more than formerly; the New Haven Street Railway Company reports .55 miles more; the Norwalk Street Railway Company, .47 miles more; the Norwalk Tramway Company, 2.73 miles more; the Portland Street Railway appears for the first



time in the list of street railways with a mileage of 2.80; also the Shelton Street Railway Company, 2.50 miles; the Stamford Street Railroad Company has added to its length 1.01 miles; the Waterbury Traction Company, 2.36 miles; and the Winchester Avenue Railroad Company, 2.02 miles, making a total addition of 33.17 miles, while the New Haven & Centerville has decreased its mileage .49 miles, leaving a total increase of 32.68 miles. The Hartford Street Railway Company controls and operates 65.63 miles; the Bridgeport Traction Company, 48.60 miles; the New Haven Street Railway Company, 26.80 miles; with the Fair Haven & Westville Company, the Central Railway & Electric Company, the Meriden Electric Company, the Norwalk Tramway Company, and the Winchester Avenue Railroad Company, each ranging between 19.89 and 16.55 miles.

#### CAPITAL STOCK.

The total amount of capital stock authorized is \$18,248,000, and the amount issued is \$9,770,440, an increase of \$548,700 during the year, making the amount issued per mile, excluding sidings, to be \$26,988.67, and the amount issued per mile, including sidings, \$25,331.70. Amount of stock issued for cash, \$3,106,940.

#### BONDS ISSUED.

The total bonded debt is \$9,092,800, an increase of \$402,700 for the year, amounting to \$25,116.84 per mile, excluding sidings, and \$23,574.79 including sidings. Cash realized on amount issued, \$5,611,342.82.

#### FLOATING INDEBTEDNESS.

The total amount of floating indebtedness is \$1,071,421.25, which is \$222,165.45 more than for the previous year, being \$2,959.56 per mile, excluding sidings, and \$2,777.86 including sidings.

The total stock, bonds, and floating indebtedness per mile, excluding sidings, is \$55,065.08, and including sidings is \$51,684.37.

## COST OF CONSTRUCTION AND EQUIPMENT.

The cost of construction and equipment cannot be given separately, because some of the roads claim they cannot separate the two, as their roads were built and equipped by contract for a gross sum. The commissioners think such equipment as they have could be easily valued, and be deducted from the total cost, and thus separate the two. The total cost of construction and equipment is reported as \$19,849,206.52, being \$54,829.03 per mile, excluding sidings, and \$51,462.81 per mile including sidings. These figures are only approximate as three of the companies include the cost of electric lighting plants in the cost of construction and equipment, claiming the two cannot be separated. Attention is called to the tables on page 155\*, where the cost per mile of each road is given.

## GROSS EARNINGS.

The gross earnings for the year ending September 30th were \$2,626,227.57, which is \$36,608.13 more than for the previous year, and being an average of \$7,254.37 per mile operated, and \$0.1960 per mile run, and \$0.0498 per passenger carried.

## OPERATING EXPENSES.

The total operating expenses were \$1,708,996.96, being about 65 per cent. of the gross earnings. The average expense per mile operated was \$4,720.73, per mile run was \$0.1275, and per passenger carried was \$0.0324. The operating expenses of the Westport & Saugatuck road were \$141.38 more than its gross earnings.

## NET EARNINGS.

The net earnings for the year have been \$951,412.30, an increase of \$66,290.37 over the net earnings of the previous year. The net earnings per mile operated were \$2,533.64, per mile run were \$0.0695, and per passenger carried were \$0.0180.

## DIVIDENDS.

Eleven of the twenty-five roads reporting operations for the whole or a part of the year have paid dividends upon \$6,317,500 of capital stock, amounting to \$265,625.97. The rate of the

dividends paid varied from one to eight and four-tenths per cent. No dividends were paid upon \$3,452,940 of capital stock.

#### INTEREST.

The total amount of interest paid was \$468,926.29, to which add the amount paid for dividends, \$265,625.97, and the sum, \$734,552.26, will represent the average return for the year upon the reported cost of construction and equipment, \$19,849,206.52, being about three and seven-tenths per cent.

#### TAXES.

The amount of taxes paid has been \$132,937.47, which sum is about 5 per cent. of the gross earnings, nearly 14 per cent. of the net earnings, and about two-thirds of one per cent. of the reported cost of the property. The amount of taxes paid to the State was \$120,765.25.

#### MILES RUN.

The number of miles run is reported as 13,398,305 (one company reporting that it kept no record of the miles run), which is 801,220 miles more than for the previous year. As elsewhere stated, the approximate cost per mile run was \$0.1275, and the approximate revenue per mile run was \$0.1960. The miles run by electric cars are 673,544 in excess of the miles run by passenger trains on the steam roads.

#### PASSENGERS CARRIED.

The number of passengers carried has been 52,746,357, being 43,434 less than the number carried last year, although 801,220 miles more have been run than during the previous year. The average cost of transporting each passenger has been approximately \$0.0324, and the average revenue received per passenger, \$0.0498. The number of passengers carried by the electric roads are 2,962,668 more than the number carried by the steam roads.

#### EMPLOYEES.

The whole number of persons employed has been 1,967, slightly over 5 men per mile of road operated.



## ACCIDENTS.

The number of accidents has been less than for the previous year, the number killed having been 14, instead of 20, as last year reported, a decrease of six, while the number reported injured has been 182, as compared with 270, reported last year, a decrease of 88. One company reports a decrease of 118 in the number injured, as compared with its report for the previous year. Whether the change is due to more careful operation than heretofore, or to a change in the method of reporting accidents, we are unable to say. Careful motormen are an important factor in the safe operation of electric roads, and every additional year's experience ought to increase their efficiency and diminish the number of accidents. On pages 154\*-157\* will be found the tables giving the condensed result of the operations of the respective roads.

These tables have been enlarged so as to show the amount of stock, bonds, and floating debt per mile of each road, the gross earnings and operating expenses per mile operated and run, and the number of passengers carried per mile run.

In connection with our report on Street Railways, we call attention to the following cases, which have been decided by the Supreme Court since our last annual report. The *Canastota Knife Company vs. The Newington Tramway Company et al.*, was an application for an injunction to restrain the defendants from laying a permanent track or structure for the operation of a street railway upon a highway, in a portion of which the plaintiff owned the fee, for the reason that such structure and use would add a servitude to the land not contemplated or included in the original grant of the land for the purpose of a highway.

The questions determined in this case are of such general interest, by reason of the rapid increase of electric and other railways upon the public streets and highways, that we have inserted the opinion of the court in the Appendix, pages 43-67.

In a suit of the New England Railroad Company *vs.* Central Railway and Electric Company *et al.*, to restrain the defendants from building an electric street railway in connection with their existing roads so as to make a continuous railway and parallel the main line of the plaintiff from Plainville to New Britain,

and thence to Hartford, has recently been decided by the Supreme Court of this State. It appeared that the defendants had not complied with the statute, 1893, Chap. 169, Sec. 8, in obtaining from the Superior Court or a judge thereof a finding that public convenience and necessity required the construction of such railway. The court held that the proposed railway could not legally be built without this statutory finding.

The court also held that the plaintiff's legal and equitable rights would be so invaded by the construction of the proposed railway as to entitle it to maintain an injunction. Several other important and interesting questions were discussed and decided by the court in this case. The opinion of the court may be found on pages 67-74 of the Appendix.

The Norwalk Street Railway Company's appeal is an interesting and important decision, defining the powers of the municipalities and the Superior Court, in which the court stated that "Article 2 of the Constitution of this State declares that the powers of government shall be divided into three distinct departments: the legislative, the executive, and the judicial; each one of which shall be confided to a separate magistracy. Article III declares that the legislative power of this State shall be vested in 'The General Assembly'; and Art. V that the judicial power of this State shall be vested in a Supreme Court of Errors, a Superior Court, and such inferior courts as the General Assembly shall from time to time establish. Held, that in view of these provisions the General Assembly could not authorize the courts of this State, nor the judges thereof when acting judicially, to exercise powers which were essentially and distinctively legislative, and the execution of which was not incidental to the discharge of any legitimate judicial function.

"The power of regulating the location, construction, and operation of street railways, given to the local municipal authorities by Chapter 169 of the Public Acts of 1893, clearly falls without the limits of the judicial department. Nor can the exercise of such a power become a judicial function, merely because the statute (Public Acts of 1895, Chap. 283) gives the railway company a right of appeal to the Superior Court or any judge thereof, when the municipal authorities fail to exercise

their powers within the limit of time. Such 'appeal' is not a process to invoke the judicial power, but is merely an application to the court or judge, acting in the place or stead of the municipal authorities, to exercise a legislative function." The decision is printed in full on pages 74-94 of the Appendix.

WASHINGTON F. WILLCOX,

WM. O. SEYMOUR,

ORSAMUS R. FYLER,

*Railroad Commissioners.*

HARTFORD, December 31, 1897.





# APPENDIX.

## FRANK J. MOONEY vs. FRANK E. CLARK ET AL.

ANDREWS, C. J. The plaintiff in the complaint prayed for an injunction to restrain the city authorities of Bridgeport from taking certain action which, he alleged, they were about to take, and which would subject the taxpayers of that city to heavy illegal taxes. The superior court refused the injunction and dismissed the complaint. From that judgment the plaintiff has appealed to this court. If it were true that the consequence of the action complained of would follow as asserted by the plaintiff, then his complaint was not prematurely brought. *Obsta principis* is an exceedingly good maxim to act upon in cases where illegal taxation is threatened. But we think the consequences feared by the plaintiff will not follow, and that there is no error in the judgment of the superior court. To make this view entirely plain we must examine the case with some care, both as to the action itself and its legal effect.

The defendants are the common council of Bridgeport. On the 20th day of April, 1896, Frank E. Clark, William E. Seeley, and Frederick S. Stevens, who were appointed by a resolution of the General Assembly, enacted in 1895, agents on behalf of that city to enter into an agreement with the New York, New Haven and Hartford Railroad Company, reported to the common council of that city, that they had, pursuant to that resolution, made an agreement with the said railroad company in respect to the matters mentioned in the resolution, and submitted the same reading, as follows:

"WHEREAS, the General Assembly of the State of Connecticut, at its last session, passed a resolution which was approved June 22, 1895, and which provides that, in order that the safety of the public may be insured, all crossings at grade over the main tracks of the railroad of the New York, New Haven & Hartford Railroad Company in the city of Bridgeport, shall be abolished, and also that said city and said railroad company may, within six months after the passage of said resolution, agree upon the manner, plans, method, and time in which said crossings at grade shall be abolished, and upon all other matters mentioned in Sec. 6 of said resolution, and what amount, or what proportion, or what items of the cost thereof shall be paid by the city of Bridgeport, and for the purpose of making said agreement, empower the mayor of said city of Bridgeport, and William E. Seeley, and Frederick S. Stevens, to act for said city. Now, therefore, in accordance with the provisions of said resolution of the General Assembly, and subject to the approval of the Board of Railroad Commissioners, the said city of Bridgeport acting herein by its agents, Hon. Frank E. Clark, its mayor, and the said William E. Seeley, and Frederick S. Stevens, thereunto duly authorized by said resolutions, and said New York, New Haven and Hartford Railroad Company acting herein by John M. Hall, its vice-president, hereunto duly authorized, do hereby agree as follows:

"1. For the purpose of abolishing the crossings aforesaid, the location, grade, and plan of said railroad through said city, and the number of its tracks, shall be substantially as shown upon the plans marked 'Plans for the abolition of grade crossings on the main line, New York, New Haven and Hartford Railroad Company, city of Bridgeport, of

Conn.,' said plan being signed by the respective agents of the parties hereto, and the work of excavation, construction, alteration, and grading of said tracks, streets, approaches, bridges, and abutments, according to said plans, shall be done by said railroad company, both upon its own land, and upon the highways affected by said plans, except as herein-after specifically otherwise provided. The grades of the railroad tracks and of the highways shall be as shown upon said plans. The stone abutments of all bridges shall be of equal workmanship of the abutments of the existing bridge across Fairfield avenue (west), unless modified by the Railroad Commissioners. Said railroad company, during the progress of said work, shall have the free use of such streets or portions of streets, and the right to temporarily close such streets as may be necessary for the convenient prosecution of the work. Crescent avenue and Railroad street are hereby extended from their present easterly termini, to the westerly line of the proposed freight station-yard of said railroad company east of Central avenue, and East Washington avenue shall be extended and constructed by said city to Seaview avenue, provided said railroad company elects to lay a siding on the north side of its main tracks as hereinafter provided, and so much of South Railroad avenue, between Broad and Main streets, as is occupied by the structure of said railroad company as shown on said plan, is hereby discontinued as a highway, and Clark, Willow, and North, and South Railroad avenue, west of Fairfield avenue (west), and all streets and private ways whether existed or projected upon or across the property of said railroad company along its main line tracks, not shown upon said plans, are hereby discontinued, except the private ways between a point opposite the east end of Union street and Fairfield avenue (east). South Railroad avenue is hereby extended from Wordin avenue to Howard avenue forty feet wide. Said railroad company shall lay and maintain a track at grade upon the south side of South Railroad avenue, from Fairfield avenue eastward to the westerly line of South avenue, free from burdens or assessments of any kind so long as said railroad company maintains the same, said track to be connected by proper switches, with such side or spur tracks as now exist, or as may hereafter be granted or permitted by said city. Said railroad company shall bridge, as shown upon the plans, the following named streets: Bostwick avenue, Hancock avenue, Howard avenue, Wordin avenue, Iranistan avenue, Park avenue, South avenue, Myrtle avenue, Warren street, Lafayette street, Broad street, Main street, Wall street, Fairfield avenue, Sterling street, Noble avenue, Clarence street, Kossuth street, East Main street, Pembroke street, Hallett street, Seaview avenue, Central avenue, and Bishop avenue, with the headroom in each case of not less than twelve feet in the clear between the crown of the street and the bottom of the girder, unless otherwise shown on the plans. The location of the pipes, wires, poles, or tracks of any water, gas, telephone, or electric light, telegraph, or power company, or street railway company and all public or private sewers or drain pipes, shall be changed at the expense of said several companies, whenever, in any manner, they interfere with the prosecution of said work, or the construction or maintenance of the same according to said plans, in such manner, or in such time as the Board of Railroad Commissioners shall order.

"For the accommodation of manufacturing and other shippers in East Bridgeport, said railroad company shall construct a fifth track leading from its proposed freight station in East Bridgeport, or from some point between said freight station and Seaview avenue, to the easterly line of Hallett street, and the same may be placed either on the north or south side of the main tracks, but shall cross Seaview avenue on a level with said main tracks. Such fifth track shall be considered as a part of the work herein provided for, and shall be included in the cost thereof, and said railroad company shall have the right to use



such portion of any street or streets immediately adjoining the railroad location as may be necessary for the location and maintenance of such fifth track, and said company shall be free from all burden and assessments on account of said fifth track so long as it shall maintain the same.

"2. It is understood and agreed that the work herein provided for, shall commence on or before the first day of April, 1896, and proceed as rapidly as possible until finished.

"3. In consideration whereof said city hereby agrees to pay to said railroad company one-sixth of the entire cost of constructing a four-track railroad from Fairfield avenue (west) to Bruce's brook, as by the alignment and grade shown on the plans above named, including the work done on the highways as per said plans, and including all bridges ready for ties, all damages to property resulting from a change of grade of streets, or the discontinuance of the same or parts thereof, and the cost and damages to all lands which have been or may be acquired by said railroad company for the purpose of said four-track construction, together with a reasonable allowance for the services and expenses to the date hereof of Frank E. Clark, William E. Seeley, and Frederick S. Stevens, the persons appointed by said resolution to act for said city, and for such services as is imposed upon them by the provisions of this agreement, provided that the total cost to be paid by said city shall not exceed in the aggregate the sum of \$400,000. Said railroad company shall keep a detailed account of the cost of said construction, excluding therefrom the cost of the passenger station and ground and approaches thereto, not required for said four-track construction, and all switches and side tracks and all other items properly belonging to the superstructure of said railroad. In case any question shall arise between the city and said railroad company as to any item charged or claimed as a proper charge for the construction account, either by said railroad company or said city, and the said city and said railroad company cannot agree as to its allowance as a proper charge to said construction account, all such disputed items shall be left to the arbitrament of the Board of Railroad Commissioners of the State of Connecticut, whose decision shall be final and conclusive in the matter.

"In case any question shall arise between said railroad company and said city as to the value of any land owned or acquired by the railroad company, or damages thereto, on account of the necessary use thereof, or damages thereto by the construction of said four-track railroad, and said city and said railroad company shall be unable to agree as to the value or amount thereof, then the equitable value of the portion of such property used, occupied, or damaged, shall be determined by the Hon. Frank E. Clark, William E. Seeley, Frederick S. Stevens, William D. Bishop, I. De Ver Warner, and James Staples, or by a majority of them under oath, and their decision shall be final and conclusive between the parties as to the amount properly chargeable to the cost of the work herein provided for. The amount paid for all items of construction, land damages by reason of change of grade, discontinuance of streets or parts thereof, and all damages of every kind paid on account thereof for the prosecution of said four-track construction, shall be submitted to Frank E. Clark, William E. Seeley, and Frederick S. Stevens, as a committee to audit the same in behalf of said city, and shall be verified, if required, by said committee. If said committee at any time shall neglect or refuse to audit or approve said account when requested to do so, the Board of Railroad Commissioners shall, upon the request of either party, audit such accounts, and when so audited and approved by either said committee or said railroad commissioners as above provided, the amount thereof shall be accepted by both parties, as a part of the entire cost of construction. It is further agreed that said accounts shall be audited as often as once in 30 days, if required by the railroad company, and when so audited the proportion to be paid by the city to said

railroad company shall be a debt due said railroad company, and shall draw interest at the rate of 5 per cent. per annum until paid."

In the council it was moved that the report be accepted and approved, and that the contract be affirmed and ratified. This motion was referred to the appropriate committee. Before that committee had reported this suit was brought. These are the facts.

The record before us does not disclose whether or not the said contract has been approved by the Board of Railroad Commissioners. If it has not been so approved the plaintiff has no occasion for an injunction. The resolution, which appears in full in a foot note, seems to contemplate that the contract shall not be obligatory on any one unless it receives such approval. If, however, it has been, or shall be hereafter approved by that board, then it becomes an order of that board and enforceable as such. It is in the latter aspect that the legality of the contract is to be considered. We assume that the contract has been or will be approved by that board.

The policy of the state for quite a number of years has been to remove all grade crossings of railroads by highways. To accomplish this end the legislature has been constantly making efforts, sometimes by mild and permissive means, and at others with a pretty strong hand. The most notable instance, perhaps, as it applied to a case of the very highest danger, with the Asylum Street Bridge Commission, in which the legislature by direct interference sought to remove the danger of a grade crossing in the city of Hartford, by its own agents. That was in 1884. Of that act this court, in *Woodruff vs. Catlin*, 54 Conn., 295, said: "The act in scope and purpose concerns the protection of life. Neither in intent nor in fact, does it increase or diminish the assets either of the city or of the railroad corporations. It is the exercise of the governmental power and duty to secure a safe highway. The legislature, having determined that the intersection of two railroads with a highway in the city of Hartford at grade is a nuisance dangerous to life, in the absence of action on the part of the city or of the railroads may compel them severally to become the owners of the right to lay out new highways and new railroads over such land, and in such manner as will separate the grade of the railroads from that of the highway at intersections; may compel them to use the right for the accomplishment of the desired end; may determine that the expenses shall be paid by either corporation alone or in part by both; and may enforce obedience to its judgments. That the legislature of this state has power to do all this for the specified purpose, and to do it through the instrumentality of a commission it is now only necessary to state, not to argue." The doctrine of that was repeated and acted upon in the *N. Y. & N. E. R.R. Appeal*, 58 Conn., 541, and *Woodruff vs. N. Y. & N. E. R.R.*, 59 Conn., 79. In 1889 the legislature made the board of railroad commissioners a general commission and commanded them to act on their own motion to accomplish the removal of those grade crossings which were specially dangerous. Acting on that command the railroad commissioners ordered the removal of a grade crossing by the *N. Y. & N. E. R.R.* in the town of Bristol. That order and the act under which it was made was ap-

proved by this court in the N. Y. & N. E. R.R. Appeal from Com'rs, 62 Conn., 530, where it was held that it was competent for the legislature to act in the duty of providing safe highways through a general commission as well as through a special one. The decision has been sustained by the Supreme Court of the United States, 151 U. S., 536.

Danger from grade crossings was as highly threatening in Bridgeport, and in some respects even more serious, than at Asylum street in the city of Hartford. The New York, New Haven & Hartford Railroad extends through the entire length of the city, a distance of more than four miles, and on both sides of the harbor which it crosses by a draw-bridge. A part of the way it lies along the shore of the harbor, obstructing all passage from the business parts of the city to the steamboat landing and the docks. It appears in the agreement that there are 24 streets crossed at grade by the railroad; some of them, as it is stated, the most frequently traveled ones in the whole city. It is a town of 60,000 inhabitants and is rapidly growing. Its people are largely engaged in manufacturing, and their prosperity is affected in a great degree by the readiness with which they can receive and transmit goods from and by railroad. Its growth in wealth and population depends materially upon its railroad facilities. The railroad receives large amounts of freight and very many passengers from the city, and desires to extend their facilities. The railroad company has completed its four tracks from New York to New Haven, except that part which lies in the city of Bridgeport. The completion of that work awaited the adoption of some plan by which these grade crossings could be avoided. The state would not permit the danger of these crossings to be increased by the additional tracks at grade. The city for its own welfare was not willing that such increase of danger should be allowed, and the railroad shared in the same unwillingness. It was this condition of things in Bridgeport which the legislature in 1895 was called on to meet when it enacted the Special Act under which Mr. Clark and the others acted in making the contract above recited. That act declares that in order that the safety of the public may be insured, all crossings at grade over the main tracks of the railroad of the N. Y., N. H. & H. R. R. in the city of Bridgeport shall be abolished in the manner therein provided. It appoints Mr. Clark and the others to act for the city, and authorizes them to make an agreement with the said railroad company as to the manner, plans, methods, and time in which all the said crossings at grade shall be abolished; and then declares that "such agreement shall be final and conclusive upon all parties concerned when approved by the railroad commissioners of this state; and that then the agreement shall be deemed to be an order of said board and enforceable in the manner provided in the seventh section of the resolution."

Assuming, now, as we do, that the agreement has received or will receive the approval of the railroad commissioners, this case comes fully within the principles laid down in the authorities we have cited. The resolution, the agreement, and the approval by the railroad commissioners are but the parts of one governmental act to secure safe highways in the city of Bridgeport. The legislature, having determined

that the grade crossings of the various streets in that city constitute a nuisance dangerous to life, has proceeded in the way pointed out in the resolution and agreement to compel the city and the railroad to become the owners of new highways and new railroads to accomplish that; and has determined who shall do the work, and who shall pay the expenses and is doing this through the instrumentality of the persons named in the resolution and of the railroad commissioners. That the legislature of this state has the power to do this it is now necessary only to state and not to argue. This governmental act does not increase or diminish the assets of the city or of the railroad. It only changes the form in which the assets exist. "It violates no contract, takes away no property and interferes with no vested rights." *N. Y. & N. E. R. R. Co.'s Appeal*, 62 Conn., 538; *State ex rel. R.R. vs. Asylum Street Bridge Com.*, 63 Conn., 98; *States Atty vs. Branford*, 59 Conn., 402; *Middletown vs. N. Y. N. H. & H. R. R.*, 62 Conn., 492. The Special Act is constitutional, and there is no error in the judgment complained of.

In this opinion the other judges concurred.

THE CANASTOTA KNIFE CO. vs. The NEWINGTON TRAMWAY  
CO., ET AL.

(Argued January 7th — decided April 6, 1897.)

BALDWIN, J. It is the prevailing doctrine in the United States, and was settled, as respects this state, in the case of *Imlay vs. Union Branch Railroad Co.*, 26 Conn., 249, that the location of an ordinary steam railroad upon a highway imposes an additional burden upon the soil, for which the owner of the fee is entitled to demand compensation.

The *Imlay* case was put upon the ground that no substantial, practical, or even technical identity exists between the use of land for a highway and for a steam railroad. One of the differences pointed out by the court was that the railroad usually was, and always might be, so made as to be inconvenient and even impassable to ordinary travelers, the construction of its embankments and bridges being unadapted to the use of such vehicles as ply over a common road. Another was that every individual had an equal right of passage over a highway, and, therefore, that all must use this right so as not to prevent or obstruct its exercise by others, while a railway could only be built and operated by virtue of the possession of a special privilege, independent of and derogating from the general privileges belonging to the public, and which created a perpetual right against the proprietor of the fee in favor of a person — the proprietor of the railroad — to whom before he bore no legal relations whatever. It was pointed out that the discontinuance of a highway traversed by such a railroad would still leave the land subjected to the burden of supporting and serving the latter; since its location upon the highway was made under an express and independent grant by the state of a new and distinct easement.



The essence of the decision was that the grant of a railway franchise by the legislature, authorizing the occupation of land subject to a highway, in such a manner as substantially to interfere with the proper uses of a highway, or substantially to change them by introducing another, not practically identical with the original ones, was the bestowal of a power, the exercise of which charged the land with a new servitude.

In determining what are the uses of a highway under the common law of Connecticut, and whether its occupation by an electric street railway can be one of them, the preamble of our earliest statute upon that subject speaks with some authority. It declares that "the main-  
teining of high wayes, in a fitt posture for passage according to the severall occasions that occurre, is not onely necessary for the comfort and safety of man and beast, but tends to the proffitt and advantage of any people, in the issue." Code of 1650, Title Highe Wayes, 1 Col. Rec., 527. This court has said that in these words is found a statement of the principles which should govern and ever have governed the legislation of this state as to the maintenance of highways, and that, as they have regard not only to providing for the comfort of man and beast, but for the profit and advantage of the people, they must be held to have originally "contemplated all such improvements in structure and grade as 'occasions', occurring in consequence of the advance and growth of the country, and particularly of populous and growing cities, should make necessary." *New Haven vs. Sargent*, 38 Conn., 50, 54; *Shelton Co. vs. Birmingham*, 61 Conn., 518, 525. The common law of Connecticut is thus somewhat more favorable to the rights of the public as against the owners of the soil than the common law of England. There no one, except the owner of the fee, can use a highway for any other purpose than that of passage, or what may be subservient to that, unless he can claim under some special franchise. *Regina vs. Pratt*, 4 El. & Bl., 860, 885; *Goodson vs. Richardson*, L. R., 9 Ch. App. Cases, 221. Here an individual can go or linger upon one solely from motives of curiosity. *Bunnell vs. Berlin Iron Bridge Co.*, 66 Conn., 24, 38.

Whoever holds property subject to a public trust holds it subject, to the same extent, to public control. The owner of the fee in a highway holds his estate subject to a public right, which is equally, and for similar reasons, subject to public control so far as may be necessary to protect the public in the full enjoyment of whatever belongs to them. This power of control resides primarily in the General Assembly. It is their judgment that street railroads furnish a proper means of accommodating public travel on highways; and the judicial department of the government will not pronounce charters granted for their construction to be invalid because they make no provision for additional compensation to the owners of the soil, unless forced to the conclusion that to give them effect would necessarily sanction an invasion of private right. In *Goodson vs. Richardson*, L. R., 9 Ch. App. Cases, 221, Lord Chancellor Selbourne remarked that "Parliament is, no doubt, at liberty to take a higher view upon a balance struck between private rights and public interests than the court can take." The same thing is true of our General Assembly. The reasonableness of its action in any

matter within its appropriate jurisdiction is not a matter of judicial question, unless it be plainly apparent that some constitutional right or fundamental principle of society has been invaded. *Bissell vs. Davison*, 65 Conn., 183, 192.

A street railway, such as that authorized by the charter of the defendants, differs from the ordinary railway running from one state or town to another, part of which may chance to be located on a highway, in certain essential characteristics. Its tracks conform to the established grade of the highway. It has no exclusive privilege as to their use. *Laufer vs. Bridgeport Traction Co.*, 68 Conn., 475. Its mode of using the street does not necessarily or naturally render that part of it which it occupies, whether by its tracks, or its poles and wires, impassable, or seriously inconvenient for ordinary travel. Such a street railroad may be, and up to the present time such roads have usually been, so constructed and so used and operated as to be distinguished from the ordinary steam railroad in every one of the particulars stated in the *Imlay* case, though undoubtedly electric roads do approach steam roads more and more in construction and in the manner of operation.

But as yet there is a substantial identity in many particulars between the use of a highway by an electric car and that by an ordinary vehicle, both moving upon the same grade. The test whether the land in the street is, by the imposition of the tracks, subjected to a new use must, in some measure, be a question of degree. So far as the change of power is concerned, the substitution of electricity for animal power, to draw cars running upon surface tracks, is no greater innovation on the ancient uses of a highway than the introduction of the bicycle, with its complicated arrangement of mechanical contrivances for multiplying motion and increasing speed, or the horseless carriage, operated by the use of petroleum. Steam carriages, with broad tires, and sometimes running in heavily laden trains of two cars and a locomotive, have been used on the solid and level highways of England for many years, under appropriate regulations, prescribed by Act of Parliament (41 and 42 Vict., Chap. 77), to secure the public safety. In some of the great cities of Europe tramways, built into the streets, have been in use for centuries as a means of facilitating ordinary teaming. They are constructed of long and narrow slabs of marble, laid in parallel lines, with cobble stones between, on which the horses find a secure footing, while the wagons they draw run easily over the smooth marble. *Biot's Manuel du Constructeur de Chemins de Fer*, p. 4. Such marble tracks do not differ in kind from steel tracks, and it is a matter of common knowledge that teamsters often drive upon the rails of street railroads, when the cars are not passing over them, for convenience in hauling heavy loads—a use to which it would be impossible to put the differently shaped rails of the ordinary steam railroad. Street car tracks, therefore, in some degree, serve to promote the common right of passage over the highway; while the “standard” railroad track never can.

The electric railway, like every other, can be laid and operated only under a special franchise; but it is one which, though independent of does not necessarily derogate from the general privileges belonging to

the public; for if the road be constructed and operated with due regard to the convenience of ordinary travelers, they can use every portion of the highway substantially as they did before. While a car is occupying or approaching any particular portion of the tracks, other travelers must indeed give way; but it is only because they can turn out, and the car cannot. Without any such absolute necessity, a loaded team must, under our laws, turn aside when overtaken on the road by a lighter vehicle. This statute (General Statutes, Sec. 2691) has been in force for a hundred years, and its validity has never been challenged. *Hotchkiss vs. Hoy*, 41 Conn., 568.

In the *Imlay* case, reliance was also placed on the right to continue the operation of a steam railroad built upon a highway, although the highway itself should be legally discontinued. Assuming that right to exist, no such doctrine can be asserted in respect to a street railway of any description. That is an incident of the street. Its main purpose is, presumably, and should be in fact, to facilitate and further the use of every street through which it passes. If it should run over a thinly settled country road between two cities, this would be no less true. Highways are for through travel as fully as for local travel. A street railway laid over them must always serve both purposes, to a greater or less extent. If it fails in either, it loses its identity with ordinary highway use. A steam railroad ordinarily serves but one, and thus has no such identity. It connects towns or villages, and seldom has more than one station in each. A street railway without a street to run on, and to serve and accommodate as it runs, would be an anomaly. The charter of the Newington Tramway Company certainly does not assume to create anything of that description. Had it done so, the franchise granted would have been foreign to the uses for which highways have been established. When a street is discontinued, any railway tracks which may have been laid in it are no longer upon land burdened with the public easement of a highway, but rest upon private soil, as truly as if no highway had ever encumbered it.

New York is the only state in which the courts have accepted the position that a railroad, designed for the transportation of passengers, or passengers and property, and not operated by steam, imposes a new servitude on the soil of a city or village street; and this conclusion is there rested on the ground that the railway company has a right of an exclusive character to the use of its tracks, which is, to a certain extent, paramount to the general public right of travel. *Craig vs. Rochester City & Brighton R. R. Co.*, 39 N. Y., 404. In this state, while we have held that the railway structure is the private property of the company, and in the nature of real estate, we have held also that its right to pass over it is no greater than that of any other member of the community. *New Haven vs. Fair Haven & Westville R. R. Co.*, 38 Conn., 422, 430; *Laufer vs. Bridgeport Traction Co.*, 68 Conn., 475. The legislature can regulate the use of this structure as fully as they can regulate travel over any other part of the highway. It has seen fit to prohibit, under penalty of fine and imprisonment, the use, except in special cases, by order of

the Superior Court or one of its judges, of street railway tracks by others than their owners, for vehicles with running gear specially fitted to the rails, and carrying passengers for hire; but otherwise their use is left free for all. General Statutes, Sec. 3604; Public Acts of 1893, p. 314. Should the charter of a street railway company be repealed there is high authority for the position that, in the absence of any vested rights of contract in third parties, all private property in its tracks and road-bed would be extinguished. *Greenwood vs. Freight Co.*, 105 U. S., 13, 21. It is, at most, a limited and qualified property right. The company owns not land, but a right to the use of land, and a right inherent merely in the public easement of the highway, limited to the life of such easement, and belonging only to the possessor of a subsisting franchise from the state. *Redfield on Railways*, 317, 319.

No grant of any power of eminent domain is to be found in the charter of the Newington Tramway Company. If, therefore, the franchise to construct a street railway, which it assumes to grant, cannot be exercised in case of objection on the part of any of the abutting land-owners, without the aid of compulsory proceedings, it must fail of effect, and fail because the charter is in conflict with the Constitution, in that it purports to allow the taking of private property for public use without just compensation. *Howe vs. West End Street Railway Co.*, 167 Mass. ; 44 *Northeastern Rep.*, 386, 387. The underlying question thus presented is one of statutory rather than of constitutional construction. It is settled that whenever the property of the owner of the fee in a highway is subjected by law to an additional servitude, it is taken, and he is entitled to just compensation. *Nicholson vs. New York and New Haven R. R. Co.*, 22 Conn., 74, 85. The matter now to be determined is whether such property is subjected by this charter to an additional servitude; and that depends on the true limits of the public easement in a highway.

The best definition of a public easement is often that given by public use. A highway is a way over which the public at large have a free right of passage. It is constructed and maintained in their interest. This liberty of passage may always be exercised in such a manner as may, at the time, be customary and reasonable, having in view both the convenience of the public and the proprietary rights of the owners of the soil. As to what is reasonable under these limitations, every age, speaking by its common law, must of necessity judge by its own standard. A common use of the highways in Connecticut for a period longer than the life of a human generation has been that by street railways. So far as horse railroads are concerned, it was held to be a proper one by the Superior Court in a case decided in 1860, and published in our reports in 1866. *Elliott vs. Fair Haven & Westville R.R. Co.*, 32 Conn., 579; while that authority is not one binding on this court, and there are expressions in the opinion of *Judge Ellsworth* to which we should hesitate to give unqualified assent, no appeal was taken from his judgment, and the doctrine which it announced has so far met with public acquiescence, that no owner of the soil subject to a highway has since set up a claim to compensation for the construction of a street railway upon it, until



the institution of the present suit. During the intervening period, numerous franchises for such railways have been granted and exercised. Many horse railroads have thus been built, and many electric railroads. Large sums have been invested in them by shareholders. Mortgages of the franchises and of the railroad property acquired under them have been authorized. Special Acts, vol. VI., 611; General Statutes, Sec. 3606; Public Acts of 1893, p. 314. Mortgage bonds, thus secured, have been issued to the amount of millions.

This course of legislation, and all that has been done under it, with the support of general public acquiescence, constitute a practical exposition of the common law of Connecticut, as to the character of the servitude in the case of a highway, which must outweigh any narrower definitions that may have been framed either by English or American courts, in former centuries, and in the presence of different social conditions, however often these may have been repeated in later decisions.

It has always been claimed as the distinguishing feature of the common law that, because it is unwritten and so untrammelled by set forms of words framed in the imperative terms of statutory command, it can keep more in touch with the times than any system of jurisprudence centering in a code. "*Quicquid agant homines*," said LORD MANSFIELD, "is the business of the courts, and as the usages of society alter, the law must adapt itself to the various situations of mankind." *Barwell vs. Brooks*, 3 Dougl., 371, 373.

The common law definition of the public right in a highway did not embrace in terms, but it did in spirit, its use by public authority for laying water-pipes, drains, cisterns, or hydrants, from which to draw in case of fire and gaspipes, and as a site for public sign-posts, and pumps; and to that extent it has long been enlarged by practical construction. *Cone vs. Hartford*, 28 Conn., 363, 375; *Norwich Gas Light Co. vs. Norwich City Gas Light Co.*, 25 Conn., 19, 38; *Norwalk Gas Light Co. vs. Norwalk*, 63 Conn., 495, 497, 530; *Cooley on Constitutional Limitations* (6th ed.), 682. Grants of such privileges to private aqueduct companies for laying their pipes to supply private consumers, without making any payment to the owners of the soil, have been freely made by the General Assembly for a hundred years. In 1798, such permission was granted to the Windsor Aqueduct Company, 1 Private Laws, 63. In 1800, a similar grant was made to the proprietors of the aqueduct in New London; and in 1802, they were further authorized to lay their pipes on private grounds; but in that case only on paying all damages to the landowner, as they might be ascertained either by agreement or condemnation proceedings. 1 Private Laws, 51, 52. A similar distinction was made in the charter of the Sharon Aqueduct Company in 1802. 1 Private Laws, 60.

The owners of the fee in the highways constitute a large part of the population of this state. They have known of this course of legislation, and of the gradual extension in other directions of the use of their ground, under authority of the state. As part of the public, they have shared in its benefits, in respect to the land of others. They have acquiesced in all that has been done, by not objecting to it, or not insisting on any adverse claims by judicial proceedings. The common law of

Connecticut has been shaped by common usage in Connecticut. We have left it to our common law to define the rights acquired by the public upon the establishment of a highway; and as common law is but another name for customary law, custom must determine, in case of doubt, how highway travel can best be facilitated.

It is certain that every reasonable presumption should be made in favor of the validity of grants by the legislature of the right to construct railroads upon highways. They can be so built or operated as to be a substantial interference with public travel, or to work a new, direct, and special damage to the proprietor of the soil. They can, on the other hand, be so built as to serve the public, without injury to the landowner, Charters which, like those of the ordinary steam or "standard" railroad, contemplate and require a mode of construction or operation of the former description, impose a new servitude on the soil. Charters which go no farther than to authorize such a mode of construction or operation, as one means of accomplishing their purposes, impose no new servitude, and invade no private rights, unless resort is in fact had to such means; in which event they do, and compensation may be required.

Two rights are to be guarded with equal care; that of the individual landowner, and that of the public at large; but his estate is the servient tenement. He has no rights which are incompatible with the fullest enjoyment of the public easement.

A street railway may be so constructed and operated as to be a proper means of facilitating public travel. It may also be so constructed, but not so operated. It is, in such case, a means that may be and is abused; but for any abuse the law can supply the remedy. Nor would the legislative grant, in such case, avail to deprive the owner of the soil of his right to compensation.

If it is unsafe to run more than a single car at a time, then only one car at a time can be run. If it is unsafe to run at a high rate of speed, then a lower rate of speed must be maintained. If a railway be so worked in any manner as to create a public nuisance, the State's Attorney can readily find means to compel its operation with proper regard to the public interests.

If either the mode of construction or of operation be such as to make it a substantial impediment to public travel or a proximate cause of special damage, of a new description to the owner of the soil, the law will give redress. Such acts can have no warrant from the existing servitude or the legislative franchise. If an electric railway is operated by the use of overhead wires, and these are found to be a cause of danger, they can be replaced by some better contrivance. *Central Railway & Electric Company's Appeal*, 7 Conn., 197, 211. If the highway is obstructed by cuts or embankments, they can be made the subject of civil or criminal proceedings. If special and peculiar damage is done or threatened to any particular landowner, whether the proprietor of the fee in the highway, or of adjoining land, his rights of action are clear and certain. The plaintiff's complaint sets up that it owns the fee in certain land within the limits of a highway in Newington, upon which the defendants threaten and intend to construct a street railway. An in-

junction is claimed on two grounds: first, that the charter of the Newington Tramway Company (Private Acts of 1893, p. 1035) imposes a new burden on the plaintiff's soil; and, second, that it has wrongfully conspired with the other defendants, the Central Railway and Electric Company and the Hartford Street Railway Company, to use its charter for laying a railway track upon the land in question, under a location which diverges substantially from any of the routes authorized, and is, in fact, another route designed to constitute merely part of a through railroad between New Britain and Hartford. The charter in question is not one which, under the principles which have been stated, contemplates and requires the construction of a railway in such a manner as substantially to obstruct ordinary highway travel, or necessarily to cause special damage to any landowner; and it is not alleged that it is intended to construct it so that any of those effects would be produced. There was, therefore, no error in sustaining the demurrer, so far as this ground of relief was concerned.

But the construction of any kind of railway in a highway, the soil of which belongs in fee to the adjoining proprietors, is a trespass upon their land, unless it has been duly authorized by law. The use of a highway for ordinary travel is a matter of common right, but to lay down upon it a fixed structure, of a permanent character, designed for the use of vehicles of a peculiar description, moving upon invariable lines of track, cannot be justified without a special franchise, proceeding from the state. *Regina vs. Train*, 2 Best & Smith, 640. That such vehicles may be open to all on equal terms, and so may serve to facilitate the common use of the highway by the general public, is not, of itself, enough. A stone pavement might convert a miry and neglected road into a convenient thoroughfare; but no one could enter and construct such an improvement on land owned in fee by another, without authority derived from appropriate legislation.

A franchise was granted to the Newington Tramway Company, for the construction of a street railway, to be operated by means of any power except steam, over certain routes particularly specified. A location upon the plaintiff's land can be within its terms only if made as part of a location which substantially follows some one of the routes specially described. Each of these routes is an entirety. *State vs. Hartford & New Haren R. R. Co.*, 29 Conn., 538. The through route, which the defendants propose to construct between New Britain and Hartford, must also be viewed as an entirety, in determining the purpose of laying tracks upon the plaintiff's land, and the effect of that purpose. *New England R. R. Co. vs. Central Railway & Electric Co.*, 69 Conn., 47; *Boston & Lowell R. R. Corporation vs. Salem & Lowell R. R. Co.*, 2 Gray, 1, 31, 39; *Pennsylvania R.R. Co. vs. Montgomery County Passenger Ry.*, 167 Pa. St., 62, 73; 31 Alt. Rep., 468. A franchise to build a railroad from Hartford to Derby would be no warrant for building one between Hartford and Norwich, nor yet for building one in Hartford which it was intended to continue, not to Derby, but to Norwich. Nor would the state alone have the right to object. Any property-holder in Hartford, upon whose land such a location might be made, whether that land was or was not within

the limits of a highway, could claim the protection of the courts. The fact that the contemplated railroad would be a means of accommodating public travel between Hartford and Norwich, or local travel in Hartford upon a highway over the land of such proprietor, would be immaterial. To construct it without legislative authority would be a trespass upon his estate, for which he could support an action at common law.

Such a remedy, however, would not be an adequate one. The injury in the case supposed, and the injury threatened in the case at bar, is a continuing one, and while the tracks would constitute a public nuisance, the plaintiff would suffer a special and peculiar damage. *Burlington vs. Schwarzman*, 52 Conn., 131; *Trowbridge vs. True*, 52 Conn., 190, 199. The wrong alleged is an invasion of its freehold, under a plea of authority which fails, because unsupported by law. That an injunction is a proper remedy where the justification is under an unconstitutional statute, is undisputed. *Inlay vs. Union Branch Railroad Co.*, 26 Conn., 249, 260. Such a statute is not law. It cannot, therefore, serve as a protection to those who assume to act under its provisions. But a statute which is law, is no better protection to those who assume to act under its provisions, but in fact act outside of them. It follows that the demurrer should have been overruled, on the ground that the defendants had no franchise justifying, or purporting to justify, their threatened invasion of the plaintiff's freehold, for the purpose which they had conspired to accomplish.

There is error in the judgment appealed from.

In the opinion TORRANCE and FENN, *Js.*, concurred.

HAMERSLEY, *J.* (concurring in the judgment). By the settled law of this state the plaintiff is the owner in possession of the land described, and an invasion of that possession by an act not authorized by the "ordinary easement of the public in the same as a highway," is a trespass as truly as if no highway existed. This law is settled by a line of uniform decisions extending from 1810 to the present time. *Stiles vs. Curtis*, 4 Day, 328, 336; *Peck vs. Smith*, 1 Conn., 103; *Watrous vs. Southworth*, 5 Conn., 305; *Chatham vs. Brainerd*, 11 Conn., 60; *Champlin vs. Pendleton*, 13 Conn., 23; *Read vs. Leeds*, 19 Conn., 182; *Nicholson vs. N. Y. & N. E. R. Co.*, 22 Conn., 74; *Norwich Gas Light Co. vs. Norwich City Gas Co.*, 25 Conn., 19; *Inlay vs. Union Branch R. R. Co.*, 26 Conn., 249; *Cone vs. Hartford*, 28 Conn., 363; *Woodruff vs. Neal*, 28 Conn., 165; *Benham vs. Potter*, 52 Conn., 248, 252; *Platt vs. Milford*, 66 Conn., 320.

The defendants threaten to dig up the plaintiff's land and lay thereon a permanent structure for the operation of a railroad. This is a trespass and a continuing trespass, which may be restrained by injunction. Whether an injunction must issue in every such case, when the trespass consists in the occupation of land for a public use and compensation does not precede such occupation, is a question which we have heretofore treated as unsettled, *Gilpin vs. Ansonia*, 68 Conn., 72, 79; *Hooker vs. N. H. & N. Co.*, 15 Conn., 312, 326; and is one not necessary to consider now. The error here is in holding that an injunction could not



issue. The question of discretion was not raised. The defendants claim that the threatened acts are not a trespass, because the land of the plaintiff is burdened with the rights secured to the public at the time the highway was laid out, and, as one of those rights, with the right to build a railroad. When a highway is laid out, the property of the owner in the land so covered is burdened with a way; and the transaction between the owner and the state, then completed, determines finally — so far as property rights are concerned — the nature and extent of the way so acquired by the state, and the amount of the damage suffered by the owner through the grant of such a way. So far as the transfer of property is concerned, the same principle applies that would apply to a similar transaction between individuals. When a way is purchased by an individual its nature and extent is determined by the grant, and the price paid is full compensation for the incorporeal property or right defined in the grant, and for that only. So when a way is purchased by the state, the incorporeal property or right acquired must be determined at the time of purchase; the price paid is compensation for the right then acquired, and for nothing more. On the one hand the state may use the way so as to damage the owner to an amount vastly in excess of the original compensation, but if the use is within the terms of the grant the owner has no remedy. On the other hand, for any purpose not included in the grant the owner's rights are absolute; to the surface of the way, to the soil beneath, and to the space above; the state cannot appropriate it or any portion of it, except as it may take private property for public use. From the very nature of such a transaction as laying out a highway, the limits of the property rights acquired, as well as the amount of compensation due for the surrender of such rights, must be then definitely and finally fixed. "Necessary highways" (except in cities and boroughs) are laid out by the selection of towns, and, only in case of their refusal, by the superior court. After the damage done to the owners of lands included within the layout has been legally ascertained and paid, and an officially attested survey describing each piece of land has been recorded in the land records of the town, "such way shall be and remain for the use for which it was laid out." General Statutes, Sec. 2699. The rights of the state in the way, and the property of the owner in the land subject to the way, are then fixed, and can only be changed by some new transaction. City streets "are public highways like any of the ordinary roads in the state;" *Norwich Gas Light Co. vs. Norwich City Gas Co.*, *supra*; and, with highways established through dedication, have substantially the same character as highways laid out by towns. The question at issue, therefore, depends upon the meaning of the term used by the statute — "the use for which necessary highways are laid out." The meaning is not doubtful; it has been clearly settled; since the decision of *Peck vs. Smith*, *supra*, in 1814, it has never been questioned; but has been frequently affirmed by this court.

The first mention in our history of a highway is in 1635. Hartford, under the name of Newtown, was settled in October of that year. A town government was organized, and, at a meeting of the freemen,

the following vote was passed: "It is ordered that for any time hereafter, until it be restrained, the town shall have the liberty to lay out any highway through any man's ground, if it be found needful, provided they give the party reasonable satisfaction." This vote appears on the Hartford town records under date of "1635." It must, therefore, have been passed between October, 1635, and March 25, 1636, and prior to the organization of the Magistrates' Court under the "commission" to Ludlow and others. It is the first known record of the exercise of sovereignty by any government within our limits, and is the beginning of our law of highways. This power seems to have been exercised by the townsmen (selectmen), and was confirmed and limited by a town vote passed January 1, 1638-9 (two weeks before the adoption of the "Fundamental Orders"), which declares: "It is agreed that the townsmen for the time being shall have the power of the whole to order the common occasions of the town, except in the cases following;" the fourth exception being that they shall not alter highways already laid out. In April, 1637, after the expiration of the Ludlow commission, a common government was agreed upon by the three river towns in terms of which no record is known, but which were, doubtless, similar (except as to a "Governor") to those contained in the fundamental orders of January 14, 1638-39. A General Court, held in pursuance of such agreement between the towns, on April 15, 1638, at the request of Hartford, ordered a "public highway for cart and horse" between Hartford and Windsor, and that on completion thereof the existing meadow-road might be a footway. In June, 1640, it was ordered that the highway so laid out should be constructed and "made sufficiently passable, by each town what lyeth within their own bounds"; and, in July following, the purpose of the highway was stated "so as men may both ride and go on foot, and make drive of cattle comfortably." 1 Col. Rec., 17, 51, 56. From 1638 to 1698 the General Court ordered six highways laid out, all, with possibly two exceptions, as public highways or "country roads" from town to town. (The word "country" was used as the ordinary name for what would now be called "State"; whatever related to the whole people as a State or Commonwealth related to the "country.") All other highways laid out during that period, except such as were dedicated, were laid out by the townsmen or selectmen in the several towns, by authority of the general powers possessed by towns. It was in 1698 that the General Court for the first time gave any special direction to towns in respect to laying out highways. It then directed that the selectmen in each town should take care that convenient highways "for the advantage of posts and other travelers in their journeying" through the colony "be laid out through their several townships"; and the next year the General Court passed an Act regulating the layout of highways; directing the County Court to lay out new highways "from town to town," and the selectmen to lay out "particular and private ways" for such town only; ("particular way" meaning a public highway not laid out from town to town). 4 Col. Rec., 247, 314, 315. In 1773 the highway act was amended; the statute said that when, upon

application to the County Court, a highway is laid out, approved, and recorded, "said highway shall be and remain a public highway"; that the selectmen may lay out "public highways or private ways," and in such case damage done to owners of land "shall be paid by the persons applying for such ways, if the same be for their private use only; but if such ways shall be for the common use of the inhabitants, it shall be paid by the town"; and that when a survey of such way shall be made, accepted, and recorded, and satisfaction made to the persons damnified, that "such ways shall be and remain for the use for which they are laid out," *i. e.*, private ways, for private use only of parties applying for the same, "public highways" for "the common use of the inhabitants." 14 Col. Rec., 80. This statute law as settled in 1773, with some changes in procedure not necessary to note, is in force to-day; the language of the original laws being largely preserved.

The course of legislation in reference to maintaining or mending and repairing highways, is a little different. At first towns maintained highways as they laid them out, solely in pursuance of their general powers as towns, and through their townsmen. But, in 1643, the General Court directed towns to put the mending in the hands of two surveyors to be chosen annually, who should have power "to call out every team and person fit for labor" to mend the highways, having "a special regard to those Comon wayes which are betwixt town and town." 1 Col. Rec., 91. This drastic remedy for neglect in mending roads seems to have caused some murmuring; for in preparing the code of 1650, Mr. Ludlow justifies the severity of the order by reminding the towns that "the maintaining of highways in a fit posture for passage according to the several occasions that occur," is not only necessary to the safety and comfort of man and beast, who have occasion to make the passage, but in the issue or final result tends to the advantage of the people who have the burden of maintaining them in a posture fit for such passage. 1 Col. Rec., 527. This duty of maintenance was further enforced in 1672 by an Act imposing upon towns, as a municipal duty, both the making and keeping in repair all the needful highways (that may have been laid out), and creating a municipal liability for injuries to persons passing over such highway, by means of any defect in the same. This legislation of 1643 and 1672 has remained substantially unchanged, except that in 1795 all towns were authorized to lay a tax for mending highways, and the practice of the inhabitants themselves mending the ways, either under compulsion or to work out their tax, has become obsolete. In 1731 the town officers (highway surveyors) were authorized, in performing their duty of keeping highways in repair, to turn the water into any person's land, "so far as may sufficiently drain such highway." 7 Col. Rec., 322. A general definition of highways laid out in pursuance of this legislation was given in 1679: "This court orders that the present roads from plantation to plantation shall be reputed the country roads or King's highway." 3 Col. Rec., 30. The subsequent highways laid out in pursuance of the legislation of 1698-99 and of 1773, were within that general definition. A review of this legislation settled in 1773, and since

remaining substantially unchanged (unless in the case of streets established under special provisions in some recent city charters), establishes a clear and definite meaning to the language of our statute, first used in 1773, and to its legal effect, when it says that upon the establishment of a highway "such way shall be and remain for the use for which it was laid out." 1. It is a "way," *i. e.*, a right to pass and repass over the land of another. 2. It is a "country road or King's highway" by force of the general definition: *i. e.*, a way over which all persons have a full right of way — walking, riding, or driving; and, also, as well by force of the specific definition, a way for the common use of the inhabitants, *i. e.*, a way which gives no rights to any use which is not "common." 3. The establishment of the way with a right in all and every member of the public for its common use as a way, is coupled with a duty assumed by the State, and by immemorial practice imposed upon the several towns, of constructing and maintaining the way in a fit posture for passage, "according to the several occasions that occur," and this duty carries a correlative power necessary for the execution of the duty; it is a part of the contractual transaction between the State and owner of the land, so that the State cannot permanently renounce or cast off the duty without a surrender of the way; nor in certain cases without a liability to the owner for such a breach of the original contract. 4. This limitation of the use, as a way for such passage as is common to all, with the duty and power to do the acts necessary to maintain the way in a condition suitable for such passage as the occasion for such passage may occur, determines the compensation to be paid the owner of the land at the time this contractual transaction between him and the State is completed; this compensation is not the purchase price of the land within the limits of the highway, but is the net damage to his whole piece of land, including the portion of it within the highway, by burdening that land with a way for the use defined by statute; and so the damage and the benefits to this particular land by this kind of way are set one against the other, and if the benefit exceeds the damage, the owner is paid nothing, but if the damage exceeds the benefits he is paid the balance; in neither case is he paid anything for the land. This method of ascertaining compensation springs *ex necessitate* from the taking of a *mere way* for the public use; and so was practiced from the first enactment of the statute in the last century. See statement of Ingersoll, J., in *Peck vs. Smith*, 1 Conn., 103, 112. 5. The owner retains the absolute ownership of the land, including every right of use and possession belonging to such ownership consistent with the use of the way as defined.

This definition of a highway and the legal effect of its establishment, apparent from a study of our highway history and legislation, has been affirmed and re-affirmed by this court from the time the question was first raised to this day. Many highways were laid out by the original proprietors of townships by way of dedication, and towards the end of the last and beginning of this century, the ownership of the land covered by such highways became a matter of warm controversy, and



gave rise to the conflicting opinions that are always bred by conflicting interests. This question arose in 1810 in *Stiles vs. Curtis*, 4 Day, 328, but was only partially settled. Four years later it was again involved in *Peck vs. Smith*, 1 Conn., 103, and, together with the meaning and legal effect of a highway, was finally settled. The latter case affected an interest of slight value to the immediate parties, but as determining the rule which must control the title to a large part of the land within the State, it was of the most serious consequence. The case was held under consideration for one year. Of the nine judges, one expressed no opinion upon the vital points; of the remaining eight, five substantially agreed with the result as stated in the opinion of Judge Swift. This result settled the law that all highways, however dedicated to the public, followed the rule of highways laid out under the statute; and settled the relative rights of the State and the owner of the land in respect to highways laid out under the statute, in accord with the law we have stated as necessarily following from the provisions of the statute. The court describes rights acquired by the State in the establishment of a highway, as follows: "A highway is nothing but an easement, comprehending merely the right of all the individuals in the community to pass and repass, with the incidental right in the public to do all the acts necessary to keep it in repair," p. 132; and holds, that while the public has only "a right of passage in a highway, the adjoining proprietors have the freehold, and own the soil; have a right to every use and profit which can be derived from it consistent with the easement; may take trees growing thereon, occupy mines, or sink water courses under it, and, by the common law may depasture it; that when disseised, they can maintain ejectment, and recover the possession subject to the easement; and can maintain trespass for any act done to the land not necessary for the enjoyment of the easement, which would be an actionable injury if the land was not covered by a highway; that the soil of a highway descends to heirs and passes to grantees as an appurtenant to the adjoining land; and whenever the highway is discontinued, the adjoining proprietors hold the land discharged of the easement," p. 146. This definition of the incorporeal property or right acquired by the State, and of the absolute title for all other purposes remaining in the owner of the land, has been affirmed in the cases before cited, and emphatically in *Read vs. Leeds*, 19 Conn., 182, 187; *Nicholson vs. N. Y. & N. H. R. R. Co.*, 22 Conn., 74, 89; *Norwich Gas Light Co. vs. Norwich City Gas Co.*, 25 Conn., 19, 31; *Woodruff vs. Neal*, 28 Conn., 165, 167; *Benham vs. Potter*, 52 Conn., 248, 252; *Platt vs. Milford*, 66 Conn., 320, 330. The rights of the owner to his land, subject to the public right as thus defined, are vested rights, and cannot, without compensation, be narrowed by this court by force of any "expansive" views of public convenience or necessity, any more than they can be taken by authority of the legislature for a public use related to and convenient for the use of highways, but not within the settled definition of the way acquired and paid for under the statute. We have held that the legislature cannot constitutionally authorize the right of an owner of land covered by a highway, to be

so taken or qualified, in *Woodruff vs. Neal, supra*, and in *Suffield vs. Hathaway*, 44 Conn., 521. This court has never sanctioned in the least degree the theory that the owner's absolute right of possession can be invaded by any act not clearly within the definition of the way as fixed by the statute and affirmed by our repeated decisions, without subjecting the doer of that act to liability for the damage done — not even when authorized by the legislature. We cannot so hold without a violation of our duty under the Constitution. Whenever the question of the validity of exercising any right claimed not to be within the original definition of the way, has arisen, we have uniformly tested the claim by the definition above laid down. When the power to remove from one street to another, in a network of streets, so much of the soil as was reasonably necessary for the purpose of making and grading the street, was questioned, the power was affirmed upon the ground, and solely upon the ground, that such use, for the purpose of maintenance and repair of the soil covered by the way, was clearly included in the statutory definition of the right acquired by the State at the time of the original layout. *New Haven vs. Sargent*, 38 Conn., 50. When the right to recover damages for injury inflicted by a change of grade was claimed, the claim was denied solely upon the ground that the change of grade was a performance of the duty to maintain the road in repair; that the power to perform that duty, being within the rights acquired by the original layout, became a governmental duty; and that no citizen was entitled of right to compensation for consequential injury, no matter how serious it might be, inflicted in the proper performance of such duty. *Fellows vs. New Haven*, 44 Conn., 240; *Healy vs. New Haven*, 47 Conn., 305. And the same ground is clearly stated in *Cone vs. Hartford*, 28 Conn., 363, 372, as supporting the right to construct sewers. These decisions but reaffirm the definition of the right acquired by the State through the layout of a highway, as settled by the ancient statute, by the case of *Peck vs. Smith*, and clearly re-stated by the late Chief Justice Storrs in *Woodruff vs. Neal, supra*; and are in accord with the latter case in holding that the legislature cannot, without compensation, extend the rights so defined.

I have deemed it necessary to be thus particular in stating the statutory definition (which is substantially that of the ancient English common law) of the precise right acquired by the State in laying out a way over private land, because, in discussing the law of highway it is absolutely essential to any accuracy of reasoning, to distinguish with precision the source of the particular principle which must control the question in issue. The law of highways is affected by the power of the State to take property for public use, by its power to regulate the conduct of its citizens assembled in any public place, by its power through various forms of protective legislation to protect and care for the lives and health of its citizens; and in the exercise of the latter power, in case of extreme necessity, to injure or destroy property in its nature or by its threatening life or health, or in some cases when put to an illegal use.

These powers, however, are not unlimited, and the nature of their

exercise may become the subject of judicial consideration. The valid use of these powers must depend upon conditions that are changing, and it is the duty of the court in applying the broad principles which control the exercise of such powers, to have regard to the existing conditions and not to be fettered by rules which might have been justified under the conditions of a hundred years ago, but have no foundation in view of the conditions of to-day. But the law of highways is also affected by the particular use of its power to take property for public use, which the State may choose to make. To purchase land by agreement or compulsory process for the purpose of promoting all means of communication between men, is one thing; to acquire by agreement or compulsory process a right of way over private land for the common use of all citizens in passing and repassing, is another and a very different thing. In the former case the vendor loses all right of property in the land sold; the possibility of reversion on the land being appropriated to a use not public, or an entirely distinct public use, is a remote interest which may or may not exist according to the terms of the sale. But in the latter case the owner does not lose his property in the land; that remains, as before, absolutely his, except so far as the beneficial use is limited by the terms of the agreement or public act defining the right of way acquired by the State. The former is a transfer of land, upon the conclusion of which all relation between the vendor and the State growing out of the ownership of the land, ceases; the latter is the grant or settlement of a right of way over land which remains the property of the grantor, absolute, except as its use is limited by the grant, upon the conclusion of which there is established a contractual relation between the owner of the land and the State, fixed by the terms of the grant, which cannot be altered without consent of the owner. When the State owns land for public use, the legislature may modify or enlarge that use; but when the State has acquired a right of way to be used in a defined manner, neither the legislature nor the courts have the power to enlarge that use as against the donor or vendor of such way. *Williams vs. N. Y. Cent. R. R. Co.*, 16 N. Y., 97, 107. We are dealing now with property rights which were fixed when a right of way was established over the plaintiff's land. The law defining the rights acquired by the State in such a way is not materially different from that in force 160 years ago, when, apparently, the highway described in the record was laid out. 7 Col. Rec., 397. Changes in conditions may demand the acquirement of additional rights, or a change in the law defining the use for which highways shall in the future be laid out, or a radical change in the whole system of highways; but no change in conditions can alter the vested rights of the plaintiff in the land in question, as fixed when this right of way was acquired and the compensation paid for the rights then acquired and defined.

This question of vested rights is not related to the questions that may arise under the exercise in different forms of the so-called police powers. Remembering that, and that the occupation of the plaintiff's land in the highway by a railroad, so far as his right to be compen-

sated for an injury thereby done is concerned, depends wholly upon the settled law of this State defining the nature of the right of way acquired by the State when this highway was laid out, the decision of the question before us is freed from many difficulties, and the grounds may be briefly stated.

Authority by the State to construct a railroad in a highway, so far as it affects the property vested in the owner of the land, is not an exercise of its power to maintain the way in adequate repair, nor of its power to regulate the conduct of its citizens assembled in public places and their use of privileges common to all, nor of its power by protective legislation to care for the lives and health of its citizens. No one of these powers justifies an invasion of the owner's property rights by such means. Such an authority, if supported at all, must be supported simply under the claim that the contract existing between the owner of the land and the State, by which the owner has burdened his land with a right of way to be used in common by all the inhabitants in walking, riding, or driving, in consideration of a price determined and paid for the damage involved by that specific use, authorizes the occupation of the owner's land by a railroad structure, and its exclusive use by a single individual or corporation for the operation of a railroad. The claim is untenable. It requires only a bald true statement of the claim to demonstrate its unsoundness. Whether such a structure and its use is practically a nuisance or not, is immaterial; whether the mode of its construction and use is such as to make it a substantial bar, or a slight interference with the use of the way by all others, is immaterial; whether the damage caused to the owner of the land with a right of way to be used in common by all the inhabitants is whether such occupation and use of the land is within the incorporeal property right purchased by the State and defined at the time of the purchase. If it is, the State may regulate and control such use to meet all possible conditions, no matter what damage the owner may suffer. If it is not, the occupation of the owner's land for that purpose is a trespass, no matter how insignificant the injury.

The right of passage is a right for passage in common by all citizens. It would not be claimed for a moment that any citizen in the exercise of this right, common to all, may construct and operate a railroad; when he steps upon that portion of the owner's land within the highway and strikes a pick for such purpose, he is guilty of a trespass as fully as if he did the same act upon that portion of the land without the highway. He can protect himself against that liability only by showing a franchise from the State. What is this franchise? It is the right to appropriate land not belonging to the individual, for the purpose of building on that land structures which, with the interest in the land to which they are attached, become his private property, and the right to the exclusive use of those structures for the transportation of passengers or freight, or both, "for the promotion of" his own direct and private advantage. *Bradley vs. N. Y. & N. H. R. R. Co.*, 21 Conn., 293, 305. Where such structures are laid in a highway by a railroad company, the interest which it has is a right of way. "Its



franchise consists in its right to lay and use exclusively a railroad subject to the duty of running public cars thereon." Booth, on St. Railways, p. 10. These structures and the right to their exclusive use constitute property. "The joint use of a portion of the track by two or more companies is something more than a mere incidental convenience; it is a partial appropriation of the property of one for the use of another for which just compensation must be made." Booth, on St. Railways, p. 165. This is an exercise of eminent domain. Dill, on Mun. Corp. (4th ed.), Sec. 727. This property is so far property in the soil that it may be taxed as real estate under a statute directing an assessment on all property specially benefited by a public improvement. *New Haven vs. F. H. & W. R. R. Co.*, 38 Conn., 422, 430. It is plain that a way for passage, to be used by all citizens, including the grantor of the way, in common, does not include a right of way for an exclusive use by one person or corporation; that a right to use the land for the purposes of such common passage does not include the right of vesting in one person or corporation an exclusive and private ownership in the land so distinct from the right of the public and all others that it may be taxed as real estate, and cannot be taken, even by authority of the legislature, by any other person for the same use without compensation. It seems idle to adduce argument in support of a proposition so clear. Such a franchise may be granted in two ways: one by discontinuing so much of the highway as is occupied by the railroad, and including in the franchise of the corporation an exclusive possession of the land; the other by continuing the highway for its original use, so far as the same is compatible with the distinct franchise vested in the corporation. But in either case the legal effect as to the rights of the owner of the land vested upon the layout of the highway, is the same. Much confusion in discussing this matter has arisen from the fact that in granting such a franchise the recipient is presented with two distinct properties—the property of the State and that of the landowner. By the terms of the original layout the State assumed, and acquired all power necessary to execute, the duty of constructing and maintaining highways in repair. In the execution of this duty large sums have been expended which have given great value to those highways, for the uses to which they are appropriated, and a great value for other and distinct uses to which, by due process of law, they may be appropriated. This value constitutes a property. By imposing this duty upon the several towns the State has, for all practical purposes, made the towns the legal guardians of this property. So when a franchise is given to a company to use a highway and appropriate the land for the construction and operation of a railroad, that franchise includes the gift of a property of great value, accumulated by spending the taxation of years in constructing and grading the way, of which the town is the legal guardian; and also the gift of a different property belonging to the owner of the land. These two properties are entirely distinct. "The interest of the city, as such, begins where the interest of adjoining landowners ends, and ends where such private interest begins." *New Haven vs.*

N. H. & D. R. R. Co., 62 Conn., 252, 256. So far as the property represented by the town is concerned, the franchise is a "grant to a private corporation to take for its own profit . . . something from the absolute right of the public to the use of the highways." *Borough of Stamford vs. S. H. R. Co.*, 56 Conn., 381, 394. We are not concerned now with the right of the legislature to vest such property in private corporations without requiring compensation, or with the policy of exercising such right. I only wish to clearly mark the distinction between that element of the franchise which authorizes the taking of property represented by the town as legal guardian of the highway, and the element which authorizes the taking from the owner of the land a new right of way different from and not included in the right of way acquired and paid for by the State when the highway was laid out. Considerations of importance in dealing with the property of the State in highways, now represented by the towns, have no application in dealing with the property in land over which the highway may pass.

It is claimed that a railroad is a means adapted to the "transportation of persons and property," which is the purpose for which the highway was laid out. The latter part of this proposition is not true. Highways might be laid out for such purpose in the broadest terms, as they might be laid out for any purpose which serves the convenience of man. But our highways were laid out for a specific use, and the contract between the landowner and the State is limited by that specific use. So far as the property of the State in the highway is concerned, it may be admitted for the present purposes that it can be appropriated to any public use demanded by changing circumstances, but so far as the property of the landowner is concerned it has never been parted with except for the purposes of the specific use. The way defined by our statute is for such modes of travel as may be carried on by all citizens in common. So far as persons and property may be transported by any citizen in exercising his common right of travel, it is a legitimate use of the way intended when the way was defined. But transportation of persons and property by railroads is not carried on by a citizen in his exercise of the common right of travel. It is of necessity the exercise of an exclusive right in the nature of a monopoly; it is antagonistic to the fundamental purpose of a highway — the common use. So a canal is a means adapted to the transportation of persons and property — in this respect there is no distinction in principle between a railroad and a canal; there is a distinction in degree, in that a canal, as to that portion of a highway in actual occupation, must be more exclusive than a railroad must be, but hardly more exclusive than a railroad may be. A railroad as well as a canal may exclude from the highway all common travel. How can a right of way which necessarily, to some degree, limits, and, potentially, for practical purposes, prohibits, the use of the way for ordinary travel, be identical with a right whose essential feature is a right common to all citizens to travel by walking, riding, or driving, as they may have occasion? The two ways are distinct. They may be analogous



in some respects; in some respects they are antagonistic. It has been held that the way ordinarily acquired by a turnpike company is in origin and object identical with the common highway; because the way acquired from the landowner is for a common right of travel belonging to the public and not to the turnpike company; it is "a public highway which all the people have a right to use, and which no one has a right to obstruct, not even the corporation that built it"; and so when a turnpike company ceases to exist the way remains as before, a public highway for the common use of all; but when a railroad or canal company ceases to exist, the public has no right to use the way for common travel. The right of way acquired for a turnpike, as well as for a highway, is for the common use of the public in passing and repassing, and excludes any monopoly of that use in a single person (it is immaterial to the public right created whether the cost of construction and maintenance is paid by the public directly by taxation, or indirectly by tolls collected from all who use the way); the right of way acquired for a railroad is for the single use of the corporation in passing and repassing, and excludes any participation in that use by any portion of the public. From this fundamental cause arises "the obvious and essential difference" between the two rights of way. *State vs. Maine*, 27 Conn., 641, 649. The difference might be illustrated in many ways, but it is unnecessary. The right of way acquired by the State from the plaintiff is defined by the statute, and, as defined, does not include the building of a permanent structure upon the plaintiff's land for the exclusive use of one person in the transportation of persons and property; such use of the plaintiff's land, whether it lies within or without the highway, is a trespass, for which he is entitled to damages. The amount of damage, the public use, the policy of combining two different ways within the same territorial limits, are wholly immaterial. The plaintiff's possession of his land is invaded by an act not authorized by the right of way acquired by the State; for this act he is entitled to damage; if his property right is not protected by some special process of condemnation, he is entitled to protection from the court.

I have, thus far, treated the case as if the question involved were an open one; this seems due to the claims pressed upon us by counsel in argument. But it is not an open question; it was settled in the case of *Imlay vs. Union Branch Railway Co.*, 26 Conn., 249, substantially upon the same grounds I have endeavored to re-state more in detail. It is true, the defendant railroad in that case operated its cars by steam, but that fact had no relation to the ground of the decision; it is not stated in the opinion whether the cars were to be moved by steam or horse-power. Nor was any weight given to the extent of the injury that might be caused; on the contrary, it is expressly stated that the legal distinction between a highway and a railway cannot be altered "because a railway may be so constructed as not to interfere with the ordinary uses of a highway, and so as to be consistent with the highway right already existing." The opinion was written by the late Chief Justice Storrs, and discloses that vigorous intellectual

grasp and power of separating the substance of a question from its accidents, which distinguished this great judge; it places the decision upon the solid foundation of a broad principle; *i. e.*, the definition of the way sequestered by the State in the layout of a highway being contained in the statute authorizing a condemnation for that purpose; this specific use measures the compensation paid to the owner, and must, therefore, limit the right acquired by the State; any extension of that specific use is an encroachment on the estate remaining in the owner of the soil, for which he is entitled to damages. In application of this principle the opinion holds that there is no such identity between the statutory highway and a railway, that the latter is included in the former. The distinctions between highway and railway powers are essential and founded in the very nature of the powers themselves; the highway burdens the locality with the right of every individual in the community to pass over the way at all times in the exercise of the ordinary modes of travel thereon, while the railway burdens the land with a peculiar use for one person exclusive of any rights in all others to that use; and when a railway is authorized over a public highway, a new right is created against the owner of the fee in favor of a person to whom he before had no legal relation whatever; and for this reason—this essential distinction in the very nature of the two rights of way—a railway is not included in the specific use defined in laying out a highway.

Three years later a petition was brought to the Superior Court for New Haven County (*Elliott vs. Fair Haven & Westville R. R. Co.*), asking an injunction against laying a horse railroad track in the highway, and dismissed. Five years after the hearing, the opinion read by Judge Ellsworth, who heard the petition in the Superior Court, and who was also a judge of this court, and opinions in two or three other *nisi prius* cases, were collated by the reporter and printed by him as a "Supplement" in the 32d volume of Connecticut Reports. This opinion holds that land in the highway may be occupied by a horse railroad, because of certain distinctions between a horse railroad and a steam railroad. The learned judge attempts to show that his ruling was in accord with the opinion of Chief Justice Storrs, in which he had concurred three years before; and, evidently, has no comprehension of the fact that he is attempting to overrule a decision of the Supreme Court of Errors by a decision of the Superior Court. Owing to the reporter's "Supplement," appearing in a volume of our reports, the case has very naturally been treated outside the State as a decision by this court, and has been cited in reports of other States as an opinion of this court, overruling its decision in *Imlay vs. Union Branch R. R. Co.* The Superior Court case has never been sanctioned in any way by this court; *Imlay vs. Union Branch Railroad Co.* has never been questioned, but has always been treated as settling the law of this State; and in a recent case we restated the broad ground on which that case was decided: "To us it seems obvious that there is little analogy between the case of a highway and a railroad, but in most respects there is contrast rather than analogy; for in the case of a



highway the use is general and open to all, including the adjoining landowner as part of the public, but the public have no exclusive right to occupy any particular part or put any permanent structure upon the way." *N. Y. & N. E. R. R. Co. vs. Comstock*, 60 Conn., 200, 209.

The defendants' railroad, as described by the allegations of the complaint, admitted by the demurrer, comes within the authority of the *Imlay* case. The alleged trespass is to be committed under a franchise which, as claimed, authorizes the taking of a right of way without compensation, for a railroad which shall "constitute merely a part of a through railroad from New Britain to Hartford." This is a right of way different and distinct from that taken for the common use of the public when the highway in question was laid out. The act threatened is a trespass, not merely because railway tracks are to be laid in the highway, but because the franchise claimed by this railway company, as authorizing the act, is the grant of a new right of way distinct from that of the highway. The State may do any act appropriate to adapt the highway to the necessities of the public in the exercise of the common right of passage for which it was taken, and reasonable presumptions should be made in favor of the validity of such acts; if the alteration of the road-bed by constructing tramways therein should be necessary to the exercise of this common right of passage, the landowner cannot complain of the damage to his land done thereby; it is when his land is appropriated for a right of way vested in one person, which is clearly distinguishable from the common right of passage, that he is entitled to redress for actual injuries inflicted; and in such case, while the landowner's right to the special damage he may sustain therefrom as a proximate and natural effect, is clear, the necessity in every instance of such additional use of a formal sequestration of the land as if no condemnation for any purpose had taken place, is not so clear, and that question is not before us. In the present case the plaintiff complains only of a threatened invasion of his legal right by an act not authorized under the highway easement as defined by statute, and affirmed in *Imlay vs. Union Branch R. R. Co.*

The possible limitation by special circumstances, of his right to protection by injunction, is a matter not now involved.

Counsel for the defendants urged upon us the authority of a large number of cases in other jurisdictions, where the principle established in *Imlay vs. Union Branch R. R. Co.* has not been applied. While the decisions of our own courts are the only ones of binding authority, yet we are glad to seek in the decisions of courts in other states administering a similar law the valuable aid to be derived from conclusions reached by tribunals of such high character and from the argument which may support these conclusions. We have examined the cases cited and all others we have found bearing upon the subject, and studied them in detail with particular care. A review of each would be interesting, but out of place here. Some of these cases turn upon statutory, and even constitutional, provisions, which have no application in other states. In several, the question of the land-

owner's legal right is raised upon an application for injunction determined upon special facts found, and upon considerations which might properly be conclusive against granting the equitable remedy asked, but should not control the legal rights in an action at law. They do not agree upon any common principle. The diversity is marked. In some a distinction is drawn between the landowner's property covered by rural and urban highways; in a few cases this distinction is justified by statutes regulating the layout of highways or by constitutional provisions fixing the powers of municipalities, while in others it is intimated as founded on some vague general principles. In some cases the existence of the landowner's property is made to depend upon the motive power by which the railroad cars are moved; in others upon the degree of actual injury suffered by the landowner; and in others upon the degree of inconvenience suffered by the public.

It seems patent that these cases show no consensus of opinion which can be considered as authority upon the precise question at issue; *i. e.*, when a right of way over land is condemned by a statute defining the right taken, and paid for, as a right in all citizens to pass and repass in the exercise of such means of travel as are common to all — is the peculiar right of way inherent in the franchise granted to a railway company included in this defined right? If the answer is to be controlled by settled principles of law, it would seem that the one given by the courts of Connecticut and New York must be given in every state which has the same common law in respect to highways, and similar statutory provisions as to their layout. If the answer is to be influenced by so-called "practical" considerations, a great diversity in the answers given by different courts is to be expected. So far as the landowner's direct interest in his land within the lines of the highway is concerned, the question is of little practical importance to him; the addition of the railway right of way to the public right of way involves no more than a nominal damage; and so far as his interest in the remainder of his land which may be consequentially injured is concerned, the question is ordinarily of slight importance to him, for in most cases the benefit exceeds the injury. But there are cases where the consequential injury to his other land may be great and even ruinous; and the real importance of the question to him lies in the fact that if the right of way taken by the public includes the railway right of way, he has no remedy for the injuries he may suffer, however great; but if the public right does not include the railway right, then the laying of the railway track on his land in the highway is an unlawful appropriation of his land, and his right to actual damage is protected by the Constitution. And so far as the interest of the public in combining within the same territorial limits facilities for railway travel and ordinary travel is concerned, the question is of slight importance; the execution of that policy cannot be seriously affected by payment of the just claims of those whose private property is thereby taken. The real importance of the question lies in the interest every member of the public has in maintaining in undiminished vigor the constitutional provision which protects private property from appro-

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priation to public use without compensation. This provision expresses an axiom of common justice. The construction given to the language used — "property taken" — has somewhat narrowed its force as the declaration of a fundamental principle; if we further restrict it, by entering on a policy of construction which requires us to hold that the payment of damage done to property by its partial appropriation to a specific use presumptively includes payment for all damage that may afterwards be caused by the relentless "governmental act" in appropriating the property to another use not then contemplated or specified, we may find ourselves in a worse plight than if the application of the axiom of common justice had been left wholly to the mercy of the legislature without any attempt at constitutional protection. From this point of view the question is of vital importance to the public.

One or two cases cited adopt a rule easy of application and certainly effective. They hold that "highway," as used in the statutes establishing such way, is a word of expansive meaning, whose compass is coincident with the march of civilization; that the evolution of that meaning is retrospective in its effect regardless of vested rights, and that any use promoting communication between men by any method is included within the highway easement. One difficulty with our accepting this view is that in this State, as well as in other states possessing similar legislation, the fact assumed is not true; but, on the contrary, is palpably untrue. The principle established in *Imlay vs. Union Branch R. R. Co.* stands upon a solid foundation, which has not been shaken by any recent discussions. The same principle is held by the courts in New York, and arguments adduced in its support which seem unanswerable. The *Presb. Soc. in Waterloo vs. Auburn, etc., R. R.*, 3 Hill, 567; *Williams vs. N. Y. C. R. R.*, 16 N. Y., 97; *Mahon vs. N. Y. C. R. R.*, 24 N. Y., 658; *Craig vs. Rochester City & B. R. R.*, 39 Barb., 494, 39 N. Y., 404. The principle has been adopted in other states, but not always carried to its logical conclusion. *Sterling's Appeal*, 111 Pa. St., 35; *Penn. R. R. Co. vs. Montgomery Co. Pass. Ry.*, 167 Pa. St., 62; *Railroad Co. vs. Williams*, 35 Ohio St., 168; *Indianapolis, etc., R. R. vs. Hartley*, 67 Ill., 439; *Southern Pacific R. R. vs. Reed*, 41 Cal., 256; *Ford vs. Chicago, etc., R. R.*, 14 Wis., 609; *Carl vs. Sheboygan, etc., R. R.*, 46 Wis., 625; *Riechert vs. St. L., etc., Ry.*, 51 Ark., 491; *Kucheman vs. C., etc., Ry.*, 46 Iowa, 366; *Hastings, etc., R. R. vs. Ingalls*, 15 Neb., 123.

There are other questions closely related to the one under discussion, but not essential to its decision, to which, perhaps, I should allude as indicating the limits of the precise point now involved; but which are too important to be embarrassed by any discussion before they formally arise in a contested case. The combining of a railway and a highway within the limits of one way involves novel questions, some of which have not been settled or even discussed. The State in surrendering a portion of its property in the highway to the railroad company acts within its powers, but cannot thereby affect the owner of the land covered by the highway; do these conditions call for a

modification of remedies that would be appropriate if the State had acquired no right whatever in the land? Considerations that have no application in dealing with a substantive right may have a legitimate bearing in dealing with the remedy. Possibly a solution of some fancied difficulties may here be found without departing from the primary principles of jurisprudence which are fully competent to deal justly with all complications engendered by rapid changes in environment, with no sacrifice either of private rights or of public interests.

The acts alleged in the plaintiff's complaint as threatened by the defendants would constitute a trespass and a continuing trespass on the plaintiff's land, and such a trespass may be restrained by injunction; for this reason the demurrer to the complaint was insufficient. Whether if the defendant had answered instead of demurring, a state of facts might have been proved which would require a denial of the equitable remedy, is a different question.

There is error in the judgment of the Superior Court.

In this opinion, Andrews, *C. J.*, concurred.

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NEW ENGLAND R. R. CO. *vs.* CENTRAL RY. & ELECTRIC CO. *et al.*

TORRANCE, *J.* In the court below the plaintiff applied for an injunction to restrain the defendants from building the electric street railways described in the complaint, which were designed, as it was alleged, to parallel the steam railroad of the plaintiff.

The complaint contains two counts. The first asks for the injunction chiefly on the ground that the defendants propose to build said railways in the public highways, without having a finding from the Superior Court, or a judge thereof, that public convenience and necessity require their construction; while the second asks for it chiefly on the ground that the defendants propose to build said railways in part over routes other than those prescribed in their charters.

Upon the facts found, and with reference to the first count, the defendants made certain claims which the court overruled; while upon the facts found, and with reference to the second count, the plaintiff made certain claims which the court overruled. On the first count, upon the facts found, the court held that the plaintiff was not entitled to an injunction as prayed for; while upon the facts found upon the facts found, the court held that the plaintiff was entitled to an injunction as prayed for; while upon the facts found applicable to the second count, it held that the plaintiff was not entitled to an injunction, and rendered judgment accordingly. The defendants appeal from the rulings under the first count, and the plaintiff from those under the second count.

The facts found, so far as they are material to the consideration of both appeals, are the following: The plaintiff is a steam railroad company organized under the laws of this State, owning and operating a railroad carrying freight and passengers, whose main line connects the cities of Hartford and New Britain, passing through the town of Newington. It has five stations between its Hartford and



New Britain stations, two of which are in Newington, and at all of which some of its trains stop. Each of the three defendants is a street railway company organized under the laws of this State.

In March, 1896, the Central Railway and Electric Company and the Hartford Street Railway Company, two of the defendants, having secured control of the charter and management of the Newington Tramway Company, the other defendant, entered into a written agreement "for the purpose of securing the construction and operation of said Newington electric railway, in connection with their companies, as one continuous through line of railway from the center of the city of Hartford to the center of the city of New Britain. . . . The connecting pieces of railroad which these defendants are building and threaten to build will, in connection with the existing railways of said Hartford and Central companies, make one continuous railway and parallel the main line of the plaintiff from Plainville to New Britain, and thence to Hartford, in all, seventeen miles." Said railway, building and to be built, passes through the towns of New Britain, Newington, and Hartford; and "an appreciable, that is, a substantial part" of it, is in the public highways; and that part of it to be built by each of the defendants "will be, in an appreciable degree, in the public highways." Neither of the defendants has obtained from the Superior Court, or any judge thereof, a finding that public convenience and necessity require the construction of said proposed street railway or any part thereof. "The sole purpose and object of the construction of the proposed railway is to constitute a direct street railway route from New Britain to Hartford for the carriage of passengers and package. Said railway will, to a considerable extent, accommodate some of the inhabitants of Newington. The whole length of this proposed route from the center of Hartford to the center of New Britain is about 54,647 feet, of which about 25,232 feet are within the town of Newington. The total length of the proposed route is about 34,000 feet. The proposed railroad within the town of New Britain is 2,894 feet, and is all on private land. About 1,800 feet within the town of Newington are within the public highways, including about 1,300 feet for highway crossings. In all, over 8,700 feet of the proposed route is to be built in the public highways, or about one-fourth. Six thousand nine hundred and seventy feet of the proposed route in the town of Hartford is to be built in the public highways." Each of the defendants is to build one part of the proposed railway. "Each of these parts is (to be) built to carry out said agreement and for the one purpose and no other, viz.: to build and operate a through electric railway between New Britain and Hartford, and the settled parts thereof. Each of these parts is to be built under said agreement between the Hartford Company and the Central Company. The Newington Company is, in fact, a joint possession of these companies, and all its proposed work is done, and to be done, for the benefit of these two companies and to carry out said agreement, and to effectuate the one object of these three companies, viz.: to build and operate a through street railway line between New Britain and Hartford.

That part of said continuous through railroad which is to be built by the Newington Tramway Company, is to be built within the town of Newington, to the town of New Britain on the one side, and to the town of Hartford on the other side, upon a route which is substantially different from the route upon which said company is authorized by its charter to construct a railroad"; but the deviations from the charter route, specified in the finding, "were authorized by votes of the said Newington Company as being more practical and convenient than the route along the highways." The part to be built by the Hartford Company is found, in effect, to be over a route upon which the company is not authorized by its charter to construct a railroad; and that part to be built by the Central Company is "over a route which differs substantially from any route described in its charter." The Hartford Company and the Central Company "intend to take part directly in the operation of said through railroad within the town of Newington, in the manner set forth in said agreement. The building and operation of said through railroad intended to be built by the defendants will seriously affect the plaintiff in its carriage of passengers and packages, and will diminish its returns, while leaving its expenses substantially unaltered. The injury resulting to the plaintiff from the competition of said through railroad will be a continuous and increasing one."

The appeal of the defendants will be first considered. The defendants in the court below, upon the facts found, claimed: (1) That the proposed railways were not to be so built or extended in the public highways as to come within the prohibition of Sec. 8, Chap. 169, of the Public Acts of 1893; (2) that even if they did come within such prohibition, the plaintiff "had not sufficient interest to maintain this action" under the first count. The court below decided against both claims, and the question upon the defendants' appeal is whether in so doing it decided correctly.

With reference to the first claim the defendants contend that the statute in question should receive a reasonable construction, to the effect that unless the parallel railway runs "mainly, principally, or substantially" in the highways, it is not within the statutory prohibition. If the statute in question is construed so as to absolutely prohibit any street railway, which, when built from one town to another, will parallel an existing railroad, from occupying any portion of the public highways without the statutory finding, then the statute itself provides a definite and certain rule of action; but if it is to be construed as to permit some proportionate part of such "parallel" railroad line to be laid in the public highways, without such statutory finding, then the statute furnishes no certain rule, because it does not determine the extent of such proportionate part. Under this last construction the question whether the statutory finding was necessary, would be a question to be determined from the facts and circumstances of each particular case, and it would be difficult, if not impossible, to lay down any definite general rule upon the subject. In the present case we deem it unnecessary to decide as between these



two constructions, or to lay down any general rule upon this subject, for we are satisfied that upon any construction of the statute the proposed railroad of the defendants comes within the statutory prohibition. It is true that the part of the road to be built by the Central Company is not to be in the highways at all, and that only a comparatively small proportion of that part to be built in Newington is to be in the highways; and if these railways, upon the facts found, could be regarded as separate and independent proposed railways, the question upon this part of the case, raised upon the record, would be a different one from that actually presented. But upon the facts found the proposed railroad must be regarded as one single railroad, to be built by the defendants acting in combination, for the single joint purpose of owning and operating it as a through street railway line between New Britain and Hartford; for this is the fair import of the finding upon this point. Looked at in this way, about one-fourth of the proposed railroad is to be built in the public highways; and we are of opinion that the court below correctly held, under all the circumstances of this case, that the proposed railway could not legally be built without the statutory finding.

The next question is whether "any legal or equitable right of the plaintiff was invaded by the construction of the proposed railway," so as to entitle it to the injunction granted; and we are of opinion that it was entitled to such injunction. The eighth section of the statute under consideration was, we think, enacted for the protection of railroads in existence and operation against proposed roads that would "parallel" them, as well as for the benefit of the general public. It provides that "no street railway shall hereafter be built or extended from one town to any other town in the public highways, so as to parallel any other street railway or steam railroad, unless authorized by special charter prior to January 1, 1893, until the company desiring to build, construct, or extend such railway shall have applied to the Superior Court or any judge thereof, and shall have obtained from such court or such judge, in the manner hereinafter required and provided, a finding that public convenience and necessity require the construction of such street railway." It further provides that upon such application made to the court or judge for such a finding, any steam railroad company or street railway company that may be affected by the proposed street railway or extension thereof, shall be made a party, with the right to be heard upon this matter and, by necessary implication, with all the rights of a party to such a proceeding. We are of opinion that this statute confers upon such steam railroad companies and street railway companies, in this State, as would be affected by the construction of a "parallel" and rival street railway in the public highways, from one town to another, the right to be protected against such parallel and rival street railway, unless and until such rival has obtained the prescribed statutory finding; and that the right thus conferred carries with it by fair implication the right in the steam railroad company or street railway company that would be affected by such rival street railway company, to ask in its

own name for an injunction against such rival proposing or attempting to build or extend its railway without such statutory finding, and in a proper case made, to have the injunction issue. Upon the defendants' appeal, then, we think there is no error.

With reference to the plaintiff's appeal, the court below found in substance that the proposed route of the street railway in question does not follow at all points the charter routes of the defendants, or either of them, but deviates therefrom more or less; that the part of the route proposed to be built by the Hartford Street Railway Company, from its present terminus to the boundary line between the towns of Hartford and Newington, it is not authorized by its charter to build; that what the three defendants were attempting to do in building the proposed street railway, was *ultra vires* as to each and all of them; but it is so held, contrary to the claims of the plaintiff, that the plaintiff had no sufficient interest by reason of the above facts to have the defendants restrained by injunction from doing the proposed acts.

The sole question, then, upon the plaintiff's appeal, is whether the plaintiff had sufficient interest to maintain this suit upon this ground alone; and this depends upon whether any legal or equitable rights or interests of the plaintiff were about to be invaded by the proposed *ultra vires* acts. If the defendants owed to the plaintiff no legal or equitable duty to abstain from doing the acts complained of, the plaintiff is not entitled to an injunction to restrain them from doing that which does it no legal harm. "The simplest and most generally accepted test in determining whether one is a proper party complainant to a bill for an injunction, is whether he possesses a legal or equitable interest in the subject-matter of the controversy." High, on Injunctions, Sec. 756. Giving to the terms "legal or equitable interest" a fairly liberal construction, this test is a reasonably safe guide. *Town of Burlington vs. Schwarzman*, 52 Conn., 181. "The legal interest which qualifies a complainant other than the State itself to sue in such a case, is a pecuniary interest in preventing the defendant from doing an act where the injury alleged flows from its quality and character as a breach of some legal or equitable duty." *Railroad Co. vs. Ellerman*, 105 U. S., 166, 173. The only injury, then, of which the plaintiff could be heard to complain in the court below, was an invasion of some of its legal or equitable rights; if none of these were threatened by the acts complained of, the plaintiff was not entitled to the injunction. Now if any right at all of the plaintiff, legal or equitable, was threatened or invaded by the *ultra vires* acts complained of, it was the claimed right to be free from the injurious competition of a rival in the business of carrying passengers and freight; and the question is whether any such legal or equitable right existed in favor of the plaintiff upon the facts set up in the second count. Counsel for the plaintiff conceded that no such right exists in favor of the ordinary private corporation. He says in substance that if a corporation chartered solely to do a dry-goods business goes into the grocery business, and thereby ruins the trade of another corporation chartered to do a grocery business, the latter would have no redress



against the *ultra vires* acts, at law or in equity. He claims, however, that the franchise of the plaintiff is like the franchise of a public market, ferry, bridge, or turnpike road, at common law; and as such, is entitled to the protection against a rival in its business, which the common law gave to the owner of the franchise for a public market, ferry, bridge, or turnpike road. It is undoubtedly true that at common law the franchise of a ferry is held to be exclusive, even in cases where the words of the grant of the franchise do not import an exclusive right; and the same thing is held to be measurably true as to market, bridge, and turnpike franchises. "When the crown grants a ferry from A. to B. without using any words which import it to be an exclusive ferry, why is it (as will be presently shown) that by the common law the grant is construed to be exclusive of all other ferries between the same places, or termini; at least, if such ferries are so near that they are injurious to the first ferry, and tend to a direct diminution of its receipts? Plainly, it must be because from the nature of such a franchise it can have no permanent value, unless it is exclusive; and the circumstance that during the existence of the grant, the grantee has public burdens imposed upon him, raises the implication that nothing shall be done to the prejudice of it, while it is a subsisting franchise. The words of the grant do, indeed, import *per se* merely to confer a right of ferry between A. and B. But the common law steps in, and, *ut res magis valeat quam pereat*, expands the terms into an exclusive right, from the very nature, and objects, and motives of the grant." STOREY, J., in *Charles River Bridge vs. Warren Bridge*, 11 Pet., 420, 620. It is also undoubtedly true that the owner or holder of a franchise which the law holds to be exclusive—as was the case at common law generally with respect to market, ferry, bridge, and turnpike road franchises—is held entitled to redress by suit in his own name and behalf, against one who injuriously interferes with or disturbs this exclusive right. See the authorities to this effect, cited and commented upon by STOREY, J., in *Charles River Bridge vs. Warren Bridge*, *supra*. In such cases at common law, in England at least, the exclusive rights under the franchise, during the existence of the grant, are protected against all injurious competition carried on with or without a license from the crown; and this is done solely on the ground that the franchise is exclusive.

But the franchise of the plaintiff is not, under our law, exclusive in any such sense. The plaintiff has not, and does not claim to have, a monopoly, in this sense, of the business of carrying freight and passengers between Hartford and New Britain. It cannot and does not claim, under the second count, that if the defendants had been acting *intra vires* in doing what they proposed to do, it would have been entitled to an injunction. Any individual is at liberty to engage in the business of carrying passengers and freight between Hartford and New Britain by means of stages, omnibuses, or other similar vehicles, over the public highways; under the general railroad law a rival steam railroad may engage in the same business; and, aside from the prohibition contained in Sec. 8 of the street railway law of 1893, herein-

before referred to, the defendants, if acting *ultra vires* in building the proposed street railway line, were at liberty to engage in the same business; and in each of these cases, although the existence of such a competitor might more or less seriously diminish the plaintiff's receipts, it would be without redress at law or in equity, because the competition would be lawful both as against the State and the plaintiff, and no right of the plaintiff, legal or equitable, would be invaded by such competition.

It is claimed, however, that if the plaintiff has no right to complain of authorized and lawful competition, it has the right to be protected against unlawful competition. What is meant by an unlawful competition in this connection? It means a competition (1) unlawful as against the State alone, without being an invasion of any legal or equitable right of the plaintiff; or (2) unlawful as against the plaintiff alone; or (3) unlawful both as against the State and the plaintiff. Clearly, the plaintiff can complain only of unlawful acts which invade some legal or equitable right belonging to it; acts which of themselves are of such a character as to constitute a breach of some legal or equitable duty imposed by law upon the defendants toward the plaintiff. For instance, we think the law of 1893, before referred to, imposed upon the defendants, in favor of the plaintiff, the duty not to build the proposed railway without a statutory finding that public convenience and necessity require its construction; the construction of said railway without such finding would be a violation of this duty; and the attempt to do so may be restrained by an injunction at the instance of the plaintiff. But if, in forbidding the construction of said railway line without the statutory finding, the law had imposed no duty not to build it upon the defendants, in favor of the plaintiff, the latter would not be entitled to have the defendants restrained from building it without such finding; because by such construction no legal or equitable right of the plaintiff would be invaded. If the law required a common carrier to take out a license before he could engage at all in carrying passengers and freight between Hartford and New Britain in competition with the plaintiff, and he, without a license therefor, engaged in such business, and thereby diminished the plaintiff's receipts, it would hardly be claimed that the plaintiff could have an injunction against the carrier, unless the law imposing the license, expressly or by implication, conferred upon the plaintiff some interest in the matter.

The acts complained of in the second count are merely *ultra vires* acts, illegal in a certain sense as against the State, but in and of themselves invading no right, legal or equitable, of the plaintiff. Neither the plaintiff's charter, nor any law of this State, imposed a duty upon the defendants towards the plaintiff, not to build a railway deviating from the chartered route, or not to build one beyond the chartered termini, or not to exercise powers and rights not granted to them. The State, or the stockholders, may restrain the defendants, but this does not confer any right of action in this respect upon the plaintiff, unless its own legal or equitable rights are invaded by such exercise.



There is no error in the judgment complained of.

In this opinion the other judges concurred.

The foregoing is a true copy of the original opinion as filed with the reporter of the court; but the opinion is subject to alteration and addition by the judges until printed in the official reports.

JAMES P. ANDREWS,  
*Reporter.*

### NORWALK STREET RAILWAY COMPANY'S APPEAL.

HAMERSLEY, *J.* The Act of 1893\* confers upon city councils certain powers in establishing regulations for the location, construction, and operation of street railways; and requires a council, if requested by a railway company, to take some action within 60 days, and to notify the company in writing of its action. Whenever a council fails to give such written notice, the Act of 1895\* confers the same powers

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\* Section two of Chap. 169 of the Public Acts of 1893 reads as follows: "SEC. 2. Whenever any railway company shall have been chartered by the General Assembly of this State for the purpose of operating street railways in any town, city, or borough, or whenever any such corporation already organized has been, or shall be given, the right to lay additional tracks in any such town, city, or borough, or whenever any street railway company shall desire to change its motive power, before such company shall proceed to construct such railway, lay additional tracks, or change its motive power, it shall cause a plan to be made showing the highway or highways, street or streets, in and through which it proposes to lay its tracks, the location of the same as to grade and to the center line of said streets or highways, such change or changes, if any, as are proposed to be made in any street or highway, the kind and quality of track to be used and the method of laying the same, the motive power to be used in propelling its cars, and the method and manner of applying the same, which plan shall be presented to the mayor and court of common council of any such city, the selectmen of any such town, or the warden and burgesses of any such borough, within their respective jurisdictions, who shall thereupon, upon public notice, proceed to a hearing of all persons interested therein, and after such hearings may accept and adopt such plan, or make such modifications therein, as to them shall seem proper, and shall, within sixty days after the presentation of such plan to the local authorities, notify said company in writing of their decision thereon, and of such modifications therein as they may deem proper. The refusal or neglect of any such local authority to notify said company of its decision within said period of sixty days, as aforesaid, shall be deemed to be a refusal to approve and accept said plan as presented by said company. Nothing in this act shall be construed so as to prevent such street railway company from presenting to such local authorities a plan or plans as heretofore provided, until said street railway company and local authorities shall agree upon the same, and no such company shall construct such railway, lay additional tracks, or change its motive power, except in accordance with a plan approved by the authorities aforesaid."

\* Section one of Chap. 283 of the Public Acts of 1895 is as follows: "SEC. 1. Whenever the warden and burgesses of any borough, the mayor and common council of any city, or the selectmen of any town shall make, pass, or render any decision, denial, order, or direction

upon the "Superior Court or a judge thereof," to be exercised on application of a railway company, and calls this application an "appeal." The power so conferred on the court is described in the Act of 1893 as the power to approve and adopt a location and layout of a street railway, with such modifications therein as shall seem proper, in respect to the streets to be occupied, the location of the same as to grade and to the center line of the streets, and changes to be made in the street, the kind and quality of the track to be used, the motive power to be used, and the method of applying the same.

Can such powers be conferred on the Superior Court? The limitation of their exercise to cases where there has been a prior failure of a municipal board to act, cannot affect the principle involved. If the legislature can confer the power to a limited class of cases, by calling an original application for its exercise an "appeal," it can confer the power in all cases, without limitation.

This court has said in *Brown vs. O'Connell*, 36 Conn., 432, 446: "No judicial power is vested by the Constitution in the General Assembly, either directly or as an incident of the legislative power, and the General Assembly cannot confer it. . . . It was one of the objects which the people had in view, in framing and adopting the Constitution, to divest the General Assembly of all judicial power. . . . While the entire legislative power is vested in the General Assembly, the judicial power is separated from it and vested in the courts as a separate magistracy. It is obvious . . . that the judicial power

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with respect to any matters relating to street railways which, by virtue of any public or private act or resolution, now are, or may hereafter be, within the respective jurisdictions of such warden and burgesses, mayor and common council, or selectmen, any street railway company affected thereby may appeal from any such decision, denial, direction, or order within thirty days from the service of notice upon such street railway company of the rendition, making, or passage of such decision, denial, direction, or order, to the Superior Court, or any judge thereof: such appeal shall be by petition to such court or judge, and shall state specifically the portion or portions of such decision, denial, direction, or order appealed from, and the reasons of such appeal; and such court or judge shall order such notice as may be deemed reasonable to be given to such selectmen, mayor and common council, and warden and burgesses of the time and place of appearance in answer to such petition, and upon the time fixed for appearance and answer, or as soon thereafter as said court or judge shall order, such appeal shall be tried by said court or judge, and said court or judge shall make such orders in reference to said matters appealed from as may by it or him be deemed equitable in the premises, and the decision of said court or judge shall be final and conclusive upon the parties. And whenever such warden and burgesses, mayor and common council, or selectmen shall, under the provisions of section two of chapter CLXIX of the public acts of 1893, be deemed to have refused to approve and accept any plan presented by any street railway company, said street railway company shall have a like right of appeal therefrom to said Superior Court, or any judge thereof; and said court or judge shall have the same powers with reference to said plan and the acceptance or modification thereof that said municipal authorities would have had under the provisions of said act, and may make all such orders with reference thereto as may be deemed equitable."



is not conferred by the General Assembly, but vests, by force of the Constitution, in the courts. . . . It was, therefore, competent for them (the legislature) to provide for the organization of the court in question (a city police court), and to define the jurisdiction it should possess; and when so constituted, the judicial power of the State vested in it, by force of the Constitution, to the extent of the jurisdiction so defined." In an opinion by Judges HINMAN, SANFORD, BUTLER, and DUTTON, the Constitution is thus defined: "The Constitution of the State, framed by a convention elected for that purpose and adopted by the people, embodies their supreme original will, in respect to the organization and perpetuation of a State government; the division and distribution of its powers; the officers by whom those powers are to be exercised; and the limitations necessary to restrain the action of each and all for preservation of the rights, liberties, and privileges of all; and is, therefore, the supreme and paramount law, to which the legislative, as well as every other branch of government, and every officer in the performance of his duties must conform. Whatever that supreme original will prescribes, the General Assembly, and every officer or citizen to whom the mandate is addressed, must do; and whatever it prohibits, the General Assembly, and every officer and citizen, must refrain from doing; and if either attempt to do that which is prescribed, in any other manner than that prescribed, or to do in any manner that which is prohibited, their action is repugnant to that supreme and paramount law, and invalid." Opinion of the Judges, 30 Conn., 591, 593.

It is claimed that Wheeler's Appeal, 45 Conn., 306, 313, recognizes a sovereign power in the legislature, not derived from the Constitution, in addition to that embraced in the grant of legislative power, and unrestrained by the division of the powers of government into distinct departments; and this case is relied on as justifying the legislation now in question. It is unnecessary to discuss the precise point determined by the judgment in Wheeler's Appeal, but the ground on which the opinion seeks to justify the judgment is erroneous. It is this: The opinion says, it is "obvious, from the past history of our own jurisprudence and long-continued legislative practice, that we have reserved a much larger field for legislative action than has ever been recognized" in other states. This divergence is due "in part, and, perhaps, principally, to the very extensive powers which were originally conferred on the General Assembly by the charter of Connecticut." Under this charter the General Assembly exercised executive and judicial functions. Upon the adoption of the Constitution of 1818, which divided the powers of government, it was logical to hold that all judicial functions of the General Assembly were at an end, and this claim was made at an early date, but not accepted by this court. *Starr vs. Pease*, 8 Conn., 541, 547; *Day vs. Cutler*, 22 Conn., 625; *Booth vs. Woodbury*, 32 Conn., 118, 126. "If, then, an act of the State Legislature is not against natural justice or the national Constitution, and it does not appear affirmatively and expressly that there is some provision in the Constitution forbidding it, we must hold it to be *ultra vires* and valid."

There are no affirmative and express provisions in the Constitution forbidding the exercise by the General Assembly of the equity jurisdiction which in former days was exclusively exercised by the "General Court"; and so the proposition asserted is broad enough to justify acts of the General Assembly administering this branch of jurisprudence.

Such a doctrine is subversive of the American idea of constitutional government. It affirms that the checks established by the division of governmental power have no existence in this State; that when the Constitution says "the powers of government shall be divided into three distinct departments, and each of them confided to a separate magistracy," it means, "The General Assembly shall exercise every power of sovereignty, which it is not forbidden to exercise by some affirmative and express provision of the Constitution"; that the mandate, "The legislative power of this State shall be vested in two distinct houses . . . to be styled the General Assembly," does not mean what it says, but means "the Governor and Council and House of Representatives in General Court assembled," shall continue, under the style of "the General Assembly," to exercise the supreme power of the State in all matters whatever, not forbidden by some affirmative and express provision herein contained"; that the mandate, "the judicial power of the State shall be vested in a Supreme Court of Errors, a Superior Court," etc., means nothing, or means, "such portion of the judicial power as the General Assembly shall not exercise by itself or other agencies."

This doctrine originates in an expression in the opinion of DAGGETT, *J.*, in *Starr vs. Pease*, *supra*, (HOSMER, *C. J.*, and BISSELL, *J.*, concurred in the judgment, and PETERS, *J.*, dissented), an expression not necessary to support the judgment rendered, for the validity of a legislative divorce, the matter in dispute, must rest on the claim that it is a law fixing a *status*, on grounds of public policy, and is not a mere adjudication of private rights. *Maynard vs. Hill*, 125 U. S., 190. JUDGE DAGGETT says that it is urged that by the "new Constitution there is an entire separation of the legislative and judicial departments, and that now the legislature can pass no act not clearly warranted by the Constitution; that precisely the opposite of this is true, that from the settlement of the State there have been certain fundamental rules by which power has been exercised, which were embodied in an instrument, called by some a Constitution and by others a charter; that the charter gave extensive power to the legislature, and left everything, almost, to their will; that when the new Constitution was framed, it adopted a bill of rights, provided for the election and appointment of certain organs of the government, such as the legislative and other departments, and imposed on them certain restraints; that it found the State sovereign and independent, with a legislative power capable of making all laws necessary for the good of the people, not forbidden by the United States Constitution, nor opposed to sound maxims of legislation, and left them in the same condition, except so far as limitations were provided. This statement was substantially repeated in Pratt



*vs. Allen*, 13 Conn., 119, 124, although the judgment in that case was supported on other grounds.

In some respects the views of those engaged in framing a constitution, as to its meaning, are entitled to peculiar regard, but not in all respects, and, especially, not as to the extent of the radical change involved in the adoption of a written constitution. Such a change brought into existence an absolutely new branch of jurisprudence which judges, trained under a different and antagonistic system, were not peculiarly fitted to comprehend. In *Starr vs. Pease*, however, the only judge who was a member of the convention of 1818, emphatically dissented. The error of JUDGE DAGGETT was fundamental: it was based on the denial of the essential meaning of a written constitution.

Prior to 1818, the whole sovereign power was exercised by the people, unrestrained by anything except their present will, through a body of magistrates chosen annually, and deputies chosen semi-annually. This was a democracy; as close to a pure democracy as it is possible for a representative government to be. There were certain forms established by legislation, and certain fundamental principles generally acknowledged as true and important; but there was no power that could enforce them. They depended on the unrestrained will of the people as expressed semi-annually. This body of laws and customs might be broadly called a constitution; but they were not, and the government was not a constitutional government in the American sense, which was then taking definite shape through the influence of the United States Constitution. There was no fundamental law made by the sovereign — the people — embodying their supreme original will, in pursuance of which and in accordance with which alone governmental power could be exercised. Such a law is in its very nature a grant of power — a grant by the sovereign to the governmental agencies established — a grant for the very purpose of preventing the sovereign from itself exercising the powers granted (for such exercise by the sovereign must of necessity be unrestrained and arbitrary). And so the grant is made to three distinct departments or magistrates, each deriving its delegated power direct from the sovereign, through the Constitution. The only sense in which a constitution may be termed a limitation, rather than a grant of power, is that the power granted to each department is given broadly and covers the whole range of that division of power, except as limited by the Constitution.

It was this new form of government that the people demanded and established in 1818. It was this new form of government that the advocates of the so-called charter government for thirty years successfully opposed. They claimed that they had a constitution, because they did not realize what a constitution meant, or were afraid of the restraints it imposed. The idea of a constitution was centered in the separation of judicial and legislative powers, and the grant of each power to a distinct magistracy. On this the fight for change of government was largely made.

When the legislature that called the convention of 1818 met, Gov-

ernor Wolcott told them that their mandate from the people was "that the legislative, executive, and judicial authorities of our own government be more precisely defined and limited, and the rights of the people be declared and acknowledged." The committee appointed on a revision of the form of civil government, in their report, said, that the State was then "destitute of fundamental laws defining and limiting the powers of the legislature," that the organization of the different branches of the government, and the separation of their power, rested on "the frail foundation of legislative will or discretion." The resolution reported by them and adopted by the legislature recommended to the people of the State to assemble and choose delegates who should meet in convention, and if, "by them deemed expedient, proceed to the formation of a constitution of civil government for the people of this State"; and said constitution, when ratified and approved by the people, "shall be and remain the supreme law of this State." There was then a democracy exercising supreme power through deputies chosen semi-annually, but no constitution of civil government in the American sense of that term. In these deputies, when assembled in General Court, consisted "the supreme power and authority of this State"; when so assembled they had "the power and voice of all the freemen deputing them," *i. e.*, the whole power vested in the sovereign, the people. By virtue of this power so deputed, they recommended to their sovereign to abolish the existing form of government, to establish a new form of civil government, and to appoint delegates to frame a constitution for that purpose, which, when adopted by the sovereign, should be a permanent grant of his power to the agencies therein named, under the limitations therein expressed. This again was declared when the convention met and, "*Resolved*, that this Convention do deem it expedient to proceed at this time to form a Constitution of civil government for the people of this State." The Constitution adopted declared that the people of Connecticut, grateful for having been permitted to enjoy a free government, *i. e.*, a democracy, in order more effectually to define and secure the liberties derived from their ancestors, the English heritage of civil liberty, heretofore resting on "the frail foundation of legislative will or discretion" do "ordain and establish the following Constitution and form of civil government."

The convention adopted the Constitution on September 15th: the people approved and ratified it, and, on October 12, 1818, it became the Constitution of civil government of the people of Connecticut. On that day and thereafter all powers of government were exercised only by virtue of the authority granted in that instrument; it was "the original supreme will of the people" from which all authority was derived. This clearly appears from Sec. 3 of Art. X, by which the existing rights and duties of corporations are established and confirmed, subject to the regulations contained in the Constitution: officers previously commissioned are authorized to exercise their offices until the first of June following; laws not inconsistent with the Constitution are continued in force until altered or repealed in pursuance of the Constitution; and the General Court to be formed in October is granted all



powers not repugnant to the Constitution, which they now possess, until the first Wednesday of May following. When it is remembered that the last session of the "General Court" had no power whatever, except that granted by the Constitution, the theory that this General Court handed over to the General Assembly established by the Constitution undefined sovereign power not derived through that instrument appears in its naked absurdness. No declaration could be more clear and specific: that on October 12, 1818, the democracy, first established in 1637, ceased to exist, and the General Court or Assembly through which the powers of that democracy had been exercised was then abolished, and every power of government thereafter exercised found its authority only in the Constitution of civil government then adopted by the people as the supreme law of the State.

This result was recognized by those who had opposed, as well as by those who had advocated, the revolution. William L. Stone, editor of the *Connecticut Mirror*, speaking for the former, said: "Our form of government, under which, for near two hundred years, all have enjoyed privileges and blessings unknown to any other people upon earth, has been swept away." John M. Niles, editor of the *Hartford Times*, speaking for the latter, said: "A government of men has been superseded by a government of laws; . . . distinct and independent bodies of magistracy have been constituted, their powers and duties defined, limited, and separated." Trumbull's *Historical Notes on the Constitutional Convention of 1818*, p. 59.

The forms of procedure under the Constitution were so similar to those under the former government, and were so largely administered by men who were not only fixed in the old ways of thought, but opposed to the radical change involved in the adoption of a Constitution, that it is not strange that some legislation should pass unchallenged, and *dicta* of judges pass current, clearly contrary to the supreme law. But the form of government established in 1818 cannot be destroyed in that way.

This change in the structure of government was a pregnant fact which any one long settled in the belief that an exercise of the whole unrestrained powers inherent in an absolute democracy, through a body of delegates frequently chosen, furnished the best organic plan for ruling a commonwealth, might well find it difficult to accept in its full significance. The views of JUDGE DAGGETT, as expressed in *Starr vs. Pease*, on the effect of a Constitution, are those of an able and thoughtful jurist; but we find it more easy to reconcile them with the traditions in which he had been educated, and the conditions existing during the greater part of his long and extensive practice at the bar, than with the plain provisions of the Constitution itself. It was the expression of those views that led up to the *dictum* in *Wheeler's Appeal*. The other two cases cited do not support the *dictum*. *Day vs. Cutler* was an action on a promissory note, which involved the validity of a legislative divorce. ELLSWORTH, J., assumed the validity of the divorce, and held the note given in connection with it to be valid, and WAITE, J., concurred. HENMAN, J., tried the case below and gave no opinion.

CHURCH, *C. J.*, said: "It may be too late now to discuss the question whether, since the powers of the government were separated by the Constitution of 1818, and distributed to the distinct executive, legislative, and judicial departments, respectively, the General Assembly can constitutionally exercise the power of granting divorces. This has been doubted by some of our best jurists." But, passing that, he held that in any event the note in suit was not valid; and in this opinion STORRS, *J.*, concurred. *Booth vs. Woodbury* does not support, but denies the *dictum*; the court expressly says the legislative power is granted to the General Assembly by the Constitution. We do not recall a case that necessarily depends on the theory of JUDGE DAGGETT, followed in *Wheeler's Appeal*, unless it be that case. Other utterances of this court are wholly inconsistent with the theory. In the opinion of judges, above cited, the true meaning of a constitution is exclusively stated. In *Brown vs. O'Connell*, *supra*, the power of the Legislature to either exercise or confer judicial power, is denied. The case of *In re Application of Clark*, 65 Conn., 17, 41, plainly assumes that the Legislature is confined to the exercise of legislative power. In *State vs. Conlon*, *ibid.*, p. 478, 488, we say: "The 'legislative power of this State' is, in the broadest terms vested in the 'General Assembly.' This power is, in a certain way, defined and limited by the provisions dividing the powers of government into distinct departments, and by those relating to the operations of the State government and duties of particular officers. But, unlike the constitutions of many states, it contains no specific limitations on the exercise of legislative power, except some light restrictions in one or two recent amendments. The limitations, however, are no less real, and, perhaps, more effective than if phrased in specific terms." In *State ex re Bulkeley vs. Williams*, 68 Conn., 131, 149, the opinion of the court assumes that only legislative power is granted to the General Assembly; and the dissenting opinion of ANDREWS, *C. J.* (in this matter not antagonizing the majority), states that upon the ratification of the Constitution, "the former government by General Assembly was finally and forever dissolved. The people, in the exercise of their sovereignty, established a new government in three separate and independent departments, whose powers were to be exercised, and exercised only, in accordance with their 'supreme original will embodied in the Constitution.'" P. 109. But no *dicta* of judges, no doubtful or improper legislation, can alter the plain fact that in 1818 the people, in the exercise of their sovereignty, granted to the General Assembly, then constituted, the legislative power and forbade their exercise of other than legislative power (unless specially granted); and granted to this court and other courts then constituted the judicial department, the judicial power, and forbade their exercise of other than judicial power. The assertion of original and consistent opponents of a Constitution, that the victory of 1818 was a barren victory, that constitutional government, as known to the people of the United States, is unknown to Connecticut, and that the fundamental principles of constitutional law have no existence, however often repeated, cannot affect the para-



mount authority of the supreme original will of the people, as plainly declared in the Constitution itself. The unequivocal mandate therein contained that the powers delegated or granted by the sovereign, the people, through the Constitution, shall be divided into three distinct departments, and those belonging to each confided to a separate magistracy; and the equally unequivocal mandate, that the powers granted to the General Assembly (unless by some specific provision) shall be confined to the exercise of the "legislative power of this State," and the power granted to the judiciary shall be confined to the exercise of "the judicial power of the State," is binding upon this court at all times. These mandates are the voice of the sovereign speaking ever with a present authority, from which there is no escape.

The incapacity of the Legislature to execute a power which is essentially and merely a judicial power, and of the judiciary to execute a power which is essentially and merely a legislative power, as well as the limitation of the meaning of legislative power by force of certain primary principles of government plainly embodied in the Constitution, and by the necessities involved in the separation and independence of distinct departments of government, are fundamental to the very existence of constitutional government as established in the United States. *Wilkinson vs. Leland*, 2 Peters, 627; *Hoyston vs. Williams*, 13 Col., 24; *Taylor vs. Porter*, 4 Hill, 140; *Cochran vs. Van Surley*, 20 Wend., 365; *Campbell's Case*, 2 Bland. Ch., 209.

This court has not hesitated to affirm and apply the principle here involved. *Brown vs. O'Connell*; Opinion of the Judges; *In re Clark*; *State vs. Conlon*, *supra*. We believe Wheeler's Appeal to be the only case that necessarily may involve a different view, but, for the reasons given, it is powerless to change the principle. The Supreme Court of the United States has uniformly held that a law conferring on the courts a power which is not a judicial power within the meaning of the Constitution, is unconstitutional, and that such power cannot be lawfully exercised by the courts. Note by court on *U. S. vs. Todd*, 13 How., 52, 53; *Ex parte Siebold*, 100 U. S., 371, 393.

The power which Judge Hall was asked to exercise in the present case does not seem to us to be a judicial power within the meaning of our Constitution. It is claimed that the difficulty of defining the powers of government renders impracticable the enforcement by this court of their division, and so makes nugatory the most important command of the Constitution. A difficulty attends the application of a general principle to particular cases, and sometimes the more vital the principle the greater the difficulty. This was felt when the United States Supreme Court first dealt with a conflict between a law of Congress and the Constitution; it was felt still more when the court began to apply the general principle that a State law dealing with internal police may to a certain extent validly occupy a field of legislation within the exclusive jurisdiction of the United States. It is a peculiarity of the essence of constitutional government that the judicial department must deal with such difficulties; otherwise constitutional provisions for the guarantee of civil liberty, the harmonious separation

of state and national functions, as well as the separation of governmental departments, become a solemn mockery. But the difficulty now alleged is more apparent than substantial. CHIEF JUSTICE MARSHALL says, "the legislature makes, the executive executes, and the judiciary construes, the law." *Wayman vs. Southard*, 10 Wheat., 1, 46. The Supreme Court of the United States, speaking by JUSTICE FIELD, says: "The distinction between a judicial and legislative act is well defined. The one determines what the law is, and what the rights of the parties are, with reference to transactions already had; the other prescribes what the law shall be in future cases arising under it." *Sinking Fund Cases*, 99 U. S., 700, 761. One controlling consideration in deciding whether a particular act oversteps the limits of judicial power is the necessary inconsistency of such acts with the independence of the judicial department, and the preservation of its sphere of action distinct from that of the legislative and executive departments. A main purpose of the division of power between legislature and judicature, is to prevent the same magistracy from exercising in respect to the same subject the functions of judge and legislator. This union of functions is a menace to civil liberty, and is forbidden by the Constitution. There is no intrinsic difficulty in recognizing a plain infraction of such prohibition. It is true that the different magistracies must act upon the same subjects; for every matter that may be dealt with by the State government may be acted on by each department thereof; but the action must be that belonging to the department whose powers are invoked. The main difficulties suggested in argument result from a failure to distinguish between the exercise of a legitimate power, and the employment of necessary means for exercising that power. The grant of the powers embraced in one of the great departments of government carries with it the right to use means appropriate to the exercise of that power. Any attempt to cripple the power through metaphysical classification of the means essential to its exercise must produce difficulties, if not absurdities. For example, the power to make laws may require the accurate ascertainment of facts; for this purpose witnesses must be summoned, examined, and conclusions drawn from their conflicting testimony. This is a means peculiarly appropriate to the judicial power and the ordinary mark of an exercise of that power; yet when so employed by the legislature (without violation of other constitutional provisions) it is a means within the limits of legislative power; but should the legislative, after the passage of an act, attempt by another act to adjudicate the rights of parties which have arisen under its provisions, such act, although only means appropriate to legislation might be employed, would be an exercise of judicial and not of legislative power. It would be void, because it involves the union, in the same magistracy, in respect to the same matter, of the functions of judge and legislator. Again, there are certain necessary executive acts which cannot be performed without the power of enforcing immediate obedience to an order authorized by law; the employment of legal restraint for the purpose of securing the essential immediate obedience, is a means peculiarly appropriate to the exercise



of judicial power; but, for such purpose, and subject to the restrictions of other provisions of the Constitution, it is a means within the limits of the executive power. *In re Application of Clark*, 65 Conn., 17; *Murray vs. Hoboken, etc., Land Co.*, 18 How., 272. So, means of a legislative nature must be used by courts in establishing necessary rules of practice, and by executive officers in making regulations for the conduct of subordinates. Again, appointment to office is in the nature of an executive act; apart from the purpose of the appointment, it is an exercise of executive power. Our own Constitution, like most constitutions, provides for certain elective and legislative appointments; but, except in the cases specified, appointment to office is an exercise of executive power, unless used as a means appropriate to the exercise of power granted to another department; and when so used it is not the exercise of executive power within the meaning of the Constitution. The Constitution of the United States specifies the methods of appointment. Certain officers must be appointed by the President, in concurrence with the Senate; all other officers shall be appointed in the same way, "but the Congress may by law vest the appointment of such inferior officers, as they think proper, in the President alone, in the courts of law, or in the heads of departments." In commenting on this clause, the United States Supreme Court says that the appointing power designated in respect to inferior officers "was, no doubt, intended to be exercised by the department of the government to which the officer to be appointed most appropriately belonged." *Ex parte Hennen*, 13 Peters, 230, 257. In affirming the validity of the law providing for the appointment of supervisors of elections by Circuit Courts, the Supreme Court held that there were reasons why such appointments might most appropriately be made by courts, relied on this clause as giving a certain discretion to Congress in assigning such appointments to the appropriate department, and, referring to the intimation in *Ex parte Hennen*, said: "In the present case there is no such incongruity in the duty required as to excuse the courts from its performance, or to render their acts void." *Ex parte Siebold*, 100 U. S., 371, 398.

Under our State Constitution appointments, other than those whose mode is prescribed, are governed by the division of governmental powers. This question has never come before us directly; it was incidentally considered in some recent cases in connection with the law allowing an appeal from the action of county commissioners, in granting licenses. In *Smith's Appeal*, 65 Conn., 135, 139, we held that the statute required the county commissioners to select as the recipient of a license, one having "a personal fitness to perform the *quasi* public duties required by law of a licensee," *i. e.*, one who is shown to be suited or adapted to the orderly conduct of a business which the law regards as dangerous to public welfare unless conducted by a carefully selected person duly licensed, whose fitness to the legal requirement must be determined in view of the statutory regulations. In *Hopson's Appeal*, *ibid.*, 140, we held that the selection or appointment of such a licensee was a means apparently appropriate both to the exercise of executive and

judicial power; that the uniform practice of courts and legislature in so treating such appointment might be safely accepted when the distinction to be drawn must be subtle and doubtful; and that the action of the Superior Court upon an appeal from the county commissioners is a judicial proceeding in so far that the judgment of the court may be reviewed by this court when founded on a misconception of the law (as was held in *Smith's Appeal*, *supra*, and *Beard's Appeal*, 64 Conn., 526), but that errors claimed in the lawful exercise of discretion in making the selection or appointment cannot be reviewed. Such proceeding by appeal is an anomalous one; it confounds process for invoking the exercise of judicial power by way of ordinary judicial proceedings in protecting an individual against illegal acts of a public officer, with the use of the power of appointment as a means incident to the full exercise of judicial power. It is evident that the justification of such judicial appointments must be found in the circumstances peculiar to each case.

While the necessity and right of each department to use the means requisite to its unfettered operation, is clear, it is equally clear that when one department not only uses the means appropriate to another, but uses them for the purpose of executing the functions of that other department, it is not in the exercise of its granted power. The legislature, by judicial means, may find the facts showing that a charter subject to repeal ought to be repealed, and act in the exercise of its legislative functions. *Crease vs. Babcock*, 23 Pick., 334, 344. But when, by the same means, it attempts to adjudge the forfeiture of a charter not repealable, it acts in the exercise of a judicial function, and in excess of its power. This distinction is illustrated in the decisions of the United States Supreme Court, dealing with legislative regulations of charges by railroad companies. The regulation of such charges is held to be distinctively a legislative function which may be delegated by the Legislature to a subordinate legislative or administrative body, but if this subordinate body, or the Legislature, exceeds its powers, and a person is thereby injured in his rights of property, he may invoke the judicial power to determine that question of legal injury; and the reasonableness of the charges, although a question legislative in its nature, must be reviewed by the court as necessarily incident to the exercise of its judicial power. But if the court should attempt to establish for the future a schedule of charges, it would exceed the limits of judicial power, it would act as legislator in respect to a matter as to which it must also act as judge. As was said by MR. JUSTICE BREWER, in one of the latest of this class of cases: "The courts are not authorized to revise or change the body of rates imposed by a legislature or a commission; they do not determine whether one rate is preferable to another, or what, under all circumstances, would be fair and reasonable as between the carriers and the shippers; they do not engage in any mere administrative work; but, still, there can be no doubt of their power and duty to inquire whether a body of rates prescribed by a legislature or a commission is unjust and unreasonable, and such as to work a practical destruction to rights of property, and if found so



to be, to restrain its operation." *Reagan vs. Farmers Loan and Trust Co.*, 154 U. S., 362, 397. The same distinction is noted by this court in referring to the anomalous process for protection against illegal taxation, provided by Sec. 3860, *et seq.*, of the General Statutes. In construing that statute we held: "The assessment of property for taxation is an administrative proceeding; the judicial power is called into action to remedy an illegal assessment"; but that the law did not impose upon the Superior Court the duties of assessors, nor purport to give the court general authority to review the action of assessors or board of relief. *Ives vs. Goshen*, 65 Conn., 456, 459. It is true, however, that in cases arising under statutes enabling the court to settle rights of person or property invaded by illegal acts of administrative boards, and which may be questioned rather for the defective process provided than for any substantial misconception of the limits of judicial power, this distinction has not been marked as it must be when the validity of a statute is directly put in issue. We think this distinction is decisive of the present case.

The meaning of the Act of 1893 relating to street railways, is uncertain in several particulars; but there can be no doubt that it confers on municipal authorities, in addition to certain executive powers, the power of establishing regulations and conditions (within the limitations prescribed), which shall control all the street railways in the State, in the location, construction, and operation of railways. There can be no doubt that making such regulations is essentially and distinctively a legislative function. It is also certain that the judicial power does not include the exercise of such a legislative function; and that the duty of making such regulations cannot be imposed upon the Superior Court, because it involves the exercise of legislative power by the court, and because a power in the legislature to impose such duties is inconsistent with the existence of an independent and separate judicial department of government. The power to make the Superior Court a subordinate legislative body for one purpose involves the power to so utilize it for every purpose.

But it is equally certain that the judicial power does extend to the protection of every right of person or property that may be invaded by a municipal council in the unlawful exercise of the powers conferred by the Act of 1893. This judicial power may be called into action by any appropriate process. The Act of 1895 provided, among other things, that an aggrieved person might appeal from an order made by a municipal council in pursuance of the Act of 1893; that such appeal should be a petition to the court which should specifically state the portion of the order appealed from and the reasons, and be served on the council, and that such appeal should be tried by the court and appropriate judgment rendered. Construing this act as we have construed other acts authorizing appeals from the action of legislative and administrative boards, as providing a nondescript kind of process intended to serve the combined purposes of a writ of injunction, *certiorari*, and *mandamus*, or of any other process for invoking the judicial power to determine a legal injury complained of, we substantially held

in the Central Ry. & Electric Co.'s Appeal, 67 Conn., 214, that a party aggrieved by such illegal order might find lawful redress in this way; our attention was not directed to the possible limitations of the redress. We went to the farthest limit in our desire to give effect to a legitimate intention of the legislature most inadequately expressed. But the Act of 1895 goes farther, and contains an additional provision which is not fairly susceptible of being construed as merely providing for a process to bring into action the judicial power of the court, and which, without any action by a municipal council other than a failure to act within a limited time, purports to transfer to the court all the powers conferred upon municipal councils by the Act of 1893. The distinction between the two provisions of the act is vital. The application to the court in such case is called an "appeal"; an unfortunate name, because it does not express the real function of the process. "Appeal," in the sense of transfer of jurisdiction from one court to another, cannot be predicated of any process by which a court is called upon to determine the legality of an act done by officers of another department. In this sense there can be no appeal from a common council to a court, any more than there can be an appeal from the legislature to the court, or from the court to the legislature. In appeals from the Court of Probate to the Superior Court, we sometimes speak of the Superior Court as being for that case the court of probate, and speak correctly; for probate jurisdiction is within the judicial power, and may be exercised by the Superior Court; but when we speak in the same way, as occasionally we have spoken, in commenting on the discretionary power that may be exercised in one of these amorphous "appeals" from administrative boards, the expression is allowable only as a figure of rhetoric.

The so-called "appeal" in this case it not a process to invoke the judicial power; it is simply an application to the Superior Court to exercise a legislative function; the conditions on which the Act of 1893 authorizes such an application cannot affect its real nature; they only serve to limit for the time being the extent of the evil involved.

We have assumed, as was assumed in argument, that the Act of 1895 purports to confer the powers in question upon a judge in his exercise of the judicial power vested in the Superior Court, and does not purport to appoint for the exercise of the powers an executive officer designated by an official title, instead of by name. If the latter were true, the judge would be at liberty to accept or decline the appointment, and this court would have no jurisdiction to review his action. Legislation authorizing process (mostly under the misleading name of "appeal") for invoking the judicial power, to be returned to a judge of the Superior Court, or to the "Superior Court or any judge thereof," has produced some confusion in respect to the nature of the power thus exercised. This court has decided that a "writ of error" (which formerly, in connection with the auxiliary means of reservation, was the only process for calling into action its jurisdiction) does not lie without a judgment or an award in the nature of a judgment. *Williams vs. H. & N. H. R. R. Co.*, 13 Conn., 110, 118; and also that this court has



cognizance only of writs of error from the Superior Court. *Green vs. Hobby*, 8 Conn., 165; *Humphrey vs. Marshall*, 15 Conn., 341, 345; *Trinity College vs. City of Hartford*, 32 Conn., 466, note. But these decisions did not hold that judicial power could be exercised by a judge of the Superior Court only when holding a stated session of court. The legislation which followed the decision in *Trinity College vs. City of Hartford*, providing for a proceeding in error to this court from the final judgment rendered by a judge of the Superior Court in the exercise of his jurisdiction, could have no application unless such judgments are rendered in the exercise of the judicial power vested in the Superior Court. In *Clapp vs. City of Hartford*, 35 Conn., 66, 73, 220, 222, decided shortly after the enactment of this legislation, language is used indicating that a judge in such case does not exercise that power, and this language is followed in the dissenting opinion in *Central Ry. & Electric Co.'s Appeal*, 67 Conn., 228. But such views cannot be maintained. "The Superior Court," in which judicial power is vested by the Constitution, is a magistracy consisting of the judges. The manner in which they shall exercise that power must to a large extent be governed by legislation in respect to procedure. Ordinarily, that power can only be exercised at a formal session of court, which may be held for some purposes by one judge, and, for other purposes, by two or more judges. But some things within the limits of judicial power may more properly be done by a judge in chambers; and jurisdiction which should ordinarily be entrusted only to a judge while holding a formal session of court, may, in cases of emergency, be exercised in vacation. That most important portion of judicial power invoked by the writ of *habeas corpus* would be seriously crippled if it could only be exercised at a formal session of court; so with the granting of injunctions and other incidents of chancery jurisdiction. A large portion of the judicial power, from its very nature, can be lawfully exercised only at a formal session of court, and it may be true that the exercise of other judicial power by a judge in chambers, justifiable in case of emergency, has been carried too far, and that it would be better if all "appeals," or other process intended to invoke the judicial power, should be made returnable to a court in session, unless in plain cases of emergency; but when process for bringing such matters before a judge in chambers is provided by law, the jurisdiction which he exercises must be within the judicial power vested by the Constitution in "the Superior Court." This view is indicated in our decision in *Central Ry. & Electric Co.'s Appeal*, *supra*. We think the Act of 1895 intended to impose the duties therein prescribed upon a judge of the Superior Court in his exercise of "the judicial power" granted to the judicial department; as the present application calls for an exercise of power which is not a judicial power within the meaning of the Constitution, it should have been dismissed.

In no way has the confidence of the people in their Superior Court been more clearly shown than in the increasing number of instances in which special process has been provided for obtaining in a summary manner its aid in protecting rights liable to be infringed by the action

of executive officers and administrative boards. This court fully appreciates the desirability and necessity of enlarging and simplifying procedure so as to call into action in the most speedy and effectual manner the judicial power for the purpose of dealing with all questions arising under changing conditions, which it may properly determine, and has endeavored to construe legislation for that purpose, sometimes, perhaps, with apparent inconsistency, so as to give the fullest possible effect to the legislative intent. The law under consideration, however, goes too far. It involves a recognition by the court of a right to exercise powers plainly beyond the scope of that judicial power confided to it by the Constitution, and to exercise these powers not as incident to some legitimate judicial function, but in the first instance independent of any purpose except the mere execution of the powers. We cannot recognize such a right, because the recognition leads inevitably to the obliteration of any line of separation between the judicial and other departments of government.

There is error in the judgment complained of, and it is reversed.

In this opinion the other judges concurred, except BALDWIN, J., who dissented.

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#### NORWALK STREET RAILWAY COMPANY'S APPEAL.

BALDWIN, J. (dissenting). I concur in the view that divorces may be granted by the General Assembly, in cases where no court has jurisdiction to act, and that the judgments in *Starr vs. Pease*, 8 Conn., 541, 547, and *Day vs. Cutler*, 22 Conn., 625, can, therefore, be supported. I also concur in overruling the decision in *Wheeler's Appeal*, 45 Conn., 306, but do so upon the ground that the legislation which was there in question assumed to grant to a particular person a special and exclusive privilege from the community, of applying for extraordinary judicial relief, as to a particular cause of action, in derogation of the general laws. I dissent, in other respects, from the judgment and opinion of the court.

The whole legislative power of the State is vested in the General Assembly. Except for the few restrictions which the Constitution imposes upon it, that body is as free and untrammelled as the people would themselves have been had they retained the law-making power in their own hands, or as they are in adopting such constitutional amendments, from time to time, as they think fit. *State vs. Williams*, 68 Conn., 131, 149.

One of these restrictions is the subject of Art. II. entitled, "Of the Distribution of Powers." As originally reported to the constitutional convention by the committee charged with the duty of preparing the draft of a constitution, this article read thus:

##### "ARTICLE SECOND.

##### "*Distribution of Powers.*

"SECTION 1. The powers of government shall be divided into three distinct departments, and each of them confided to a separate body of



magistracy, to wit, those which are legislative, to one; those which are executive to another, and those which are judicial to another.

"SEC. 2. No person or collection of persons, being of one of those departments, shall exercise any power properly belonging to either of the others, except in the instances hereinafter expressly directed or permitted."

This article, except for some merely formal alterations in the first section, was a copy of one adopted by Mississippi in the preceding year. 2 Poore's Charters and Constitutions, 1056. Objection was made in our convention to the second section, and, ten days later, that was struck out, without a division. Journal of the Const. Conv. of Comm., pp. 78, 55.

This seems to me clearly to evince an intention not to attempt to limit the functions that might be imposed upon those holding a place in any particular one of the three magistracies, to such as should be strictly incident to their special department. It was sufficiently implied from the first section, in connection with the three following articles, relating to the legislative, executive, and judicial departments, that no legislative power should be exercised, except by the General Assembly; that no judicial power, except by judicial officers. The supreme executive power (not, as in the Constitution of the United States, the executive power), was also exclusively vested in the governor. But the framers of our Constitution, differing from many of those who had fulfilled similar tasks for other States, recognized the fact that it is practically impossible to establish in every instance a plain line of demarcation between legislative, executive, and judicial functions, and deemed it unnecessary to deprive the State of such services as it might desire from any of its citizens, because he held office in a department to which they might not properly pertain. See 1 Story of the Constitution, Sec. 524; Pomeroy's Constitutional Law, Sec. 173. Certain judicial and executive officers were, by Art. X, Sec. 4, expressly debarred from the General Assembly, but I find no other provision to prevent the discharge by any magistrate of public duties in addition to those peculiarly belonging to his special department, whether he assume them voluntarily, or they be imposed as a statutory duty.

They are powers of government which, in one sense, are, as the case may be, legislative or judicial, and in another sense are not. The powers ordinarily granted to municipal corporations to regulate their local affairs and pass by-laws or ordinances, are of a legislative character. Such ordinances have, within their proper sphere, the force of law; but no one would contend that they are void because not passed by the General Assembly. The rules of practice and pleading prescribed by the judges of the Superior Court from time to time are also law as to the cases to which they apply; but the legislative action from which they proceed is really made by the statute which authorizes them an incident of judicial power. The jurisdiction long exercised by our courts with respect to the layout of new highways, is of an administrative quite as much, to say the least, as of a judicial nature. The General Assembly might itself give such relief, and sometimes

does. *State vs. Williams*, 68 Conn., 131. It might confide these functions to an administrative board, like the railroad commissioners. It can give an appeal from such a board to the courts. *Westbrook's Appeal*, 57 Conn., 95, 104; *Fairfield's Appeal*, *ibid.*, 167, 172. It can give a similar appeal to a tax-payer who claims that his property has been assessed upon an undue valuation; or who objects to the licensing of a particular liquor seller. Such an appeal may serve to turn the matter of controversy into a cause of a judicial nature. *Beard's Appeal*, 64 Conn., 526, 534. Yet, its origin may still so far determine the form of proceeding as to leave the court to exercise a discretionary power, unfettered by the ordinary rules that govern judicial trials. Its function is, in truth, one both judicial and executive in its nature, and so one which the General Assembly might properly commit to either the judicial or executive department, or to both. *Hopson's Appeal*, 65 Conn., 140, 146.

Our statutes were revised in 1821, three years after the adoption of this Constitution, by a very able commission, headed by CHIEF JUSTICE SWIFT. They fully appreciated the great revolution that had been accomplished by the constitutional distribution of the powers of government. Rev. of 1821, p. 150. Part of their task was to weed out all existing legislation that was inconsistent with it. Nevertheless, this revision retained the old provisions authorizing the county courts to lay county taxes, and added one charging them with the duty of taking care of, letting, selling or buying, county property, at their discretion (pp. 141, 250): gave any two justices of the peace in any town power to make rules for confining or killing dogs, when necessary for public safety (p. 179): authorized any justice of the peace to commit a witness who refused to answer any proper question put to him by grand jurors, meeting as a court of inquiry (p. 260); and forbade tanning, except by persons who had proved their skill to the County Court and received a license from it for the purpose (p. 308).

Our statutes, since the Revision of 1821, have contained continually increasing grants of jurisdiction to our courts and judges over matters of administrative procedure. They rest, it seems to me, on solid ground of public convenience and practical necessity, and if it be claimed, as in this case, that the constitutional provisions as to the distribution of powers has been transgressed, "the sufficient answer is," to quote from a recent opinion of this court, in which all the judges concurred, "that these great functions of government are not divided in any such way that all acts of the nature of the functions of one department can never be exercised by another department: such a division is impracticable, and if carried out would result in the paralysis of government. Executive, legislative, and judicial powers of necessity overlap each other, and cover many acts which are in their nature common to more than one department. These great functions of government are committed to the different magistracies in all their fullness, and involve many incidental powers necessary to their execution, even though such incidental powers, in their intrinsic character, belong more naturally to a different department." *In re Application of Clark*, 65 Conn., 17, 38.



Courts may properly be called upon to aid administrative tribunals in the exercise of their powers, whenever there is need of judicial relief. The dignity and independence of the judiciary is in no way impaired by making it ancillary, in such cases, to the work of another department. *Interstate Commerce Commission vs. Brimson*, 154 U. S., 447, 487.

The applicant in this case holds a franchise from the State for the construction of a railway in certain streets in the city of Norwalk. The general laws provide that in such a case the city authorities, or the Superior Court, or a judge thereof, on appeal, shall first approve the plan of construction, and that a neglect by the city either to approve or disapprove, within a time specified, shall be deemed equivalent to a disapproval.

It was, undoubtedly, competent for the General Assembly to grant this franchise, and to guard against its improper exercise by giving the city supervisory powers. It was equally within its appropriate domain to grant an appeal to some suitable tribunal from any unreasonable conditions which the city might impose. I do not think that it can be said, as matter of law, that the Superior Court, or a judge thereof, is an unsuitable tribunal, or one upon which the Constitution forbids such a duty to be imposed. The function so conferred upon it may, perhaps, be regarded as one both judicial and executive in its nature. If so, the long-continued practice of the State has settled, if it was ever doubtful, to quote from another of our recent opinions, "The true meaning of the constitutional requirement that judicial and executive powers shall each be confided to a separate magistracy, so far as it affects this question. Such a practical construction may safely be accepted, when the theoretical distinction to be drawn by the court must be subtle and doubtful." *Hopson's Appeal*, 65 Conn., 140, 146.

I think, however, that the appeal to JUDGE HALL may fairly be regarded as a judicial proceeding, calling for the exercise of judicial power. He was bound to dispose of it in accordance with the fundamental rules of law. *Hopson's Appeal*, 65 Conn., 140, 148. His decision, subject to that limitation, was "final and conclusive upon the parties." Public Acts of 1895, p. 631. Here is a cause, brought before a judicial magistrate, to redress a wrong, and so obtain the benefit of a public grant; known rules of procedure; a party plaintiff and a party defendant; provision for a final judgment determining the right in controversy; and for an appeal to this court for error in law. *Central Railway and Electric Company's Appeal*, 67 Conn., 197, 206. Such a proceeding, it seems to me, may fairly be termed judicial.

But if it be deemed to involve only an exercise of *quasi-judicial* or administrative power, for reasons already stated I think such a power can be lawfully conferred on a judge of the Superior Court. Controversies as to the manner in which the use of a franchise, granted for the public benefit, shall be guarded in the public interest, may ordinarily be settled either by legislative, judicial, or administrative proceedings, at the will of the legislature, as it may be expressed in the grant, or in the general laws passed to regulate its exercise.

The fact that the city of Norwalk took no action upon the plan submitted by the railway company, does not seem to me to vary the appellate character of this proceeding. Inaction, under such circumstances, was as prejudicial to the company as adverse action. It is always competent for a legislature to treat a failure to dissent within a reasonable time as equivalent to assent, or an omission to accept as equivalent to a refusal. *Gilfillan vs. Union Canal Co.*, 109 U. S., 401.

I do not, however, regard the duty of the judge of the Superior Court to take cognizance of this petition, as at all dependent on its being in the nature of an appeal. In my opinion, it would have been the same, had the statute authorized the submission of the plan of construction to him as an original proceeding. *U. S. vs. Ritchie*, 17 How., 525. The Constitution required the establishment of a Superior Court, but its "powers and jurisdiction," as well as those of all inferior courts, were left to "be defined by law." Art. V, Sec. 1. The statute which governs this case is such a law. It defines the powers and jurisdiction of the Superior Court and of its judges as to a particular class of controversies. A difference of opinion between a municipal corporation and a private corporation as to what is a reasonable use of a legislative franchise affecting public highways, which difference must be settled before the franchise can be used at all, seems to me to present a case which it is eminently proper to place within the jurisdiction of a court. An analogous proceeding at common law was that by writ of *certiorari*, in the exercise by the Court of King's Bench of a general superintending power over not only inferior courts, but any persons invested by the Legislature with power to decide on the property rights of the citizen. *Le Roy vs. Mayor*, 20 Johns., 430, 438; *Mendon vs. County Commissioners*, 2 Allen, 463, 465. Had the General Assembly authorized a railway company, whose plan of construction, though duly submitted to the city authorities, had neither been approved nor disapproved, to apply to the Superior Court for a mandamus to compel them to act, there could have been no objection to such a remedy. But if such a matter can be brought before the judiciary in that way, is it not a mere question of legislative policy whether an opportunity shall be granted to seek full relief in the same forum, by substituting for an authority that has failed to do its duty an authority not less fitted to decide impartially, and better fitted to weigh evidence and construe law? To me it seems also a mere question of legislative policy, whether or not to confer upon the courts in the first instance the right to pass upon the plan of construction proposed as the mode of exercising a railway franchise. A law to that effect would define their jurisdiction none the less because it extended it. It would remit for judicial decision an administrative question, but one involving rights of property, and so affecting large public interests as to call for a prompt and final decision. It would, in my view, become a judicial question as soon as the law brought it before judicial authority in a judicial proceeding. *People vs. Long Island R. R. Co.*, 134 N. Y., 506, 31 Northwestern Rep., 873.

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A motion for a rehearing was filed by the Norwalk Street Railway Company in August, 1897, and argued at the succeeding October term of this court held in Bridgeport.

PER CURIAM. The motion is denied. The appeal to JUDGE HALL was taken under the provision of the Act of 1895, authorizing an appeal whenever the municipal authorities shall fail to notify the railroad company of their decision as prescribed, and transferring in such event to the court, "the same powers with reference to said plan and the acceptance or modification thereof, that said municipal authorities would have had under the provisions of said Act" of 1893. This appeal should have been dismissed, because the court had no jurisdiction to entertain such an application; and for this reason we reversed the judgment.

Counsel now claim that the appeal to JUDGE HALL was also an appeal under the preceding provision of the Act of 1895, authorizing an appeal from any "decision, denial, order, or direction"; and requiring such appeal to be by petition stating specifically the portion of such decision, etc., appealed from, and the reasons of such appeal; and urge their failure to argue this claim upon the original argument as a ground for granting the present motion.

The considerations now suggested in support of this claim, as well as those in further support of the appellant's main contention, were carefully weighed before our decision was announced. We held that the appeal to JUDGE HALL was not taken from any decision, etc., under the first provision of the Act of 1895, but was taken solely under the later provision, which we held to be invalid. The judgment of reversal simply directs the dismissal of the application to JUDGE HALL, for want of jurisdiction; it is not a bar to the new presentation of a plan to the city council and a proper appeal, if occasion shall arise, under the first provision of the Act of 1895.

## APPLICATION OF ELECTRICAL POWER TO STEAM RAILROADS.

(Paper Read by Col. N. H. HERT, Electrical Director of Consolidated Road, before Convention of Street Railway Managers in Toronto.)

At the recent convention of street railway managers in Toronto, Col. N. H. Heft of this city, electrical director of the Consolidated road, spoke on the "Application of Electricity to Railroads Now Operated by Steam Power." The address is deemed of so much importance to the general public that it is here reproduced in full:

The New York, New Haven & Hartford Railroad Company owns and controls about 2,800 miles of main-line railroad track in New York, Massachusetts, Rhode Island, and Connecticut, of which about 16 miles are operated by electricity on the third-rail system, and 14 miles on the overhead trolley system.

The company also owns the entire capital stock of the Stamford Street Railroad Company, and the Meriden Electric Railroad Company, the former operating about 10½ miles of track, and the latter about 17½ miles, on the electric overhead system.

It is through my official connection with the Meriden company that I am permitted to be present at the meeting of the American Street Railway Association, a privilege which I thoroughly appreciate.

Electric railroading on a large scale is but the development of street railway experience, and, if the future brings success in the efforts now being made to use electricity for heavy work, it will be due, largely, to the courage and enterprise of those who have "blazed the path of progress," and forced the fighting by entering into competition with an industry which believed itself, ten years ago, absolutely secure in its position.

There is little for me to tell you of novelty in the work done by the New Haven company in Meriden and Stamford. These are ordinary street railway systems, fairly well equipped, and we try to operate them to serve the public properly. Believing, as we do, that a good track is the foundation of a good system, we have thoroughly reconstructed the track in both cities with heavy rails. In doing so, we have paid the most careful attention to the matter of return circuit, bonding the rails so thoroughly as to make them the path of smallest resistance back to the station. We have thus avoided, to a very large extent, trouble with electrolysis. Nothing is more certain to my mind than that carelessness about making a track return circuit is a most serious mistake, and the carelessness about testing and maintaining joint con-



nections is another. I would rather spend a thousand dollars or more in providing ample carrying capacity of rail bonds than to put the same amount of money into the overhead circuit, if, by doing the latter, I should neglect the former.

About three years ago the New Haven company found that various electric railways in its territory were gradually extending their operations into the field of interurban work, and that the company's passenger earnings were suffering accordingly. It was at once seen that, by no ordinary methods of changing schedules or increasing speeds could this lost traffic be won back again, and, with characteristic knowledge and courage, President Clark and the New Haven directors determined to "steal the thunder" of its new competitors, and so commenced a series of elaborate experiments in heavy electric railroading. It must be confessed that this decision was reached only after some misgivings. To the average railroad man, street railways have, until recently, seemed a pretty sort of toy, fit for apprentices in the art of transportation. Latterly, however, he has waked up to the fact that "the tail will wag the dog" unless some radical action is taken, particularly in suburban and short-distance work, and, in the eastern sections of the country, anyway, railroad men have become modest enough to be willing to look with respect upon the great work which has been accomplished in street railroading.

The first line to be equipped by the New Haven company was a purely summer road, operated for about four months in the year only, through a narrow peninsular running out from the mainland on the Massachusetts coast from Nantasket Junction to Pemberton, a distance of about seven miles of double track. This line was chosen partly because the main line operation would not be interfered with in case of trouble with the electric trains, and, partly, because of the existing heavy summer traffic, which would put the new apparatus and the feasibility of the entire system to a severe test. An overhead trolley line was built, with center-pole construction, and everything made very strong and more substantial than was at that time found in any street-railway work to our knowledge. At the time of construction of this overhead line, there were no suitable movable switches in the market, and we had to remodel and have built especially for our purpose those which we finally adopted. One feature, perhaps, worthy of note is the connection of the overhead switch with the track switch in such a way that both are controlled by a single lever at the switch stand.

The line was operated for the first summer with excellent success, and, all fear of trouble having disappeared, an extension of 3.6 miles was made on the main line of the company's Plymouth

Division, from Nantasket Junction to East Weymouth, this section being operated by the third-rail system.

In December, 1896, we commenced work on a new line, running from Berlin, Conn., through New Britain, to Hartford, a distance of 12.3 miles, 3 miles of which, from Berlin to New Britain, is a double track, and the remainder, from New Britain to Hartford, a single track. A power station was built at Berlin, one end of this line, partly because of a desire to test transmission of power to a considerable distance, and partly because Berlin is the center of several radiating lines which may eventually be put into operation by electricity.

The physical characteristics of both these lines have been so carefully and accurately described in the technical papers that I shall only refer to them more or less incidentally in the following, confining my remarks chiefly to the results which we have found, and the conclusions which we have reached in our own minds as to the best methods of applying electricity in heavy railroad work.

#### TRAIN SERVICE AND TRAFFIC.

We have learned very thoroughly, in our street railway experience, the lesson of the importance to any transportation agency, working in a thickly-populated territory, of uniform fares and a frequent and regular train service — of a train service which requires no printed schedule to enable people to know when cars may be found in waiting. The time has come when every progressive railroad manager must recognize that new conditions and the new character of competition requires a complete change of operating methods.

On its Nantasket Beach line, the New Haven company gave, during the last summer, a regular half-hour service from 6.30 in the morning until 11.30 at night. When unusually heavy boatloads arrived at Pemberton from Boston, trains were run in as many sections as were found necessary to take care of the people, but still the half-hour schedule was not departed from on ordinary days. On Sundays and holidays, when boats arrived at Pemberton every fifteen minutes during the greater part of the day, express trains between Pemberton and Nantasket were sandwiched in between accommodation trains in such a way as to give a fifteen-minute schedule of alternate express and accommodation trains. The time-table this summer required 33 regular trains daily, each way, between East Weymouth and Pemberton. During July and August the traffic increased to such an extent as to require six motor cars in constant week-day service, and, on Sundays and holidays, 11 motor cars have frequently been called for.



The fares charged on the Nantasket Beach line before the advent of electricity were 10 cents from Pemberton to Nantasket, and 18 cents from Nantasket to East Weymouth, a total of 28 cents from Pemberton to East Weymouth. With electric traction they have been placed at a uniform rate of 5 cents from Pemberton to Nantasket, and 5 cents from Nantasket to East Weymouth, a total of 10 cents from Pemberton to East Weymouth. Under these new conditions, the traffic has increased enormously on this line; the summer of 1895, the first of electrical operation, showing an increase of 92.6 per cent. over the previous summer in the number of passengers carried; the summer of 1896 showing 45.1 per cent. increase over 1895, while in the summer just passed, we have carried nearly three times as many passengers as in the last year of steam operation.

The operation of the line from New Britain to Hartford was commenced in May last, with a regular half-hour train schedule, from 6 in the morning to 11.30 at night, and with a uniform fare of ten cents each way, instead of 23 cents, the former charge. The electric line carries through passengers only between Hartford and New Britain, the passengers for the five way stations being carried by the regular steam trains running on a parallel track. For ordinary, every-day service, a single open motor-car was used, during the past summer, while for extra leads, light double-truck trail cars, seating 70 people, were attached. On rainy days, a standard closed passenger coach was hauled by the open motor-car. On holidays and Sundays the cars pulled two trailers, the entire train seating nearly 250 passengers. About the end of August, steam service on the Berlin-New Britain branch was discontinued, and traffic has since been handled entirely by electricity. Sixteen trains each way per day are run, connecting with steam trains.

Under the conditions named on the Hartford-New Britain line, we have carried, during the three summer months, 400 per cent. more passengers than we carried through the corresponding months of last year.

#### SPEED, ACCELERATION, AND SCHEDULES.

I do not suppose that any but a trained railroad man can understand the impossibility of operating trains and maintaining schedules by steam locomotives in the way that has been done by electricity at Nantasket Beach this summer. There are a great many curves on the line, and several grades, as will be seen by the accompanying plan and profile (see figure 1). There are no excessively sharp curvatures or steep grades, and it is not here that the trouble has come. The difficulty is found in the fact

that there are no less than 17 stations on a line only 10.6 miles in length, or an average distance between stations of but about .6 of a mile. To make a run of 10 miles, with 16 stops, in 26 minutes; to be obliged to do this, in order to connect with boats arriving at regular half-hour intervals, and to keep out of the way of frequent regular steam trains on the main line of the Plymouth Division; to allow but four minutes at each end for unloading, switching (including running around trail-car), and loading; and to do this day in and day out, in regular service, through an entire summer—these are things which cannot possibly be accomplished by steam locomotives.

Now, the reason why electricity can do this and steam cannot, is found in the tremendous accelerating power of properly-designed electric motors, with rotary motion, as compared with reciprocal motion of steam locomotives. By examination of the curve of acceleration, plotted from actual tests of a 60-ton train (see figure 2), and of the practical results shown in the curve of speed between stations in a service run on the Nantasket Beach line (see figure 3), as well as the accompanying time-chart made up from the company's printed cards, it will be seen how enormous is this accelerative power.

It will be seen, for example, that a 60-ton train, in running from Wildermere to Allerton, a distance of only 1,800 feet, reaches a maximum speed of 31 miles per hour, while on the longer run from power station to Nantasket Junction, a distance still of but 5,808 feet, a maximum speed of 39 miles is reached. The entire distance is covered, in regular service, at an average speed of 24.6 miles per hour, including stops.

Between Hartford and New Britain, the 9.3 miles distance is covered regularly by motor-cars with two trailers in from 18 to 20 minutes, an average speed of from 28 to 30 miles per hour, while, with a special high-g geared motor, a maximum speed of over 60 miles has been made, the entire distance of 9.3 miles being covered in 10 minutes. The alignment and profile of this road is shown in figure 4. On this line a 52-ton train often reaches a maximum speed of 50 miles per hour. The current is cut off at 29 grade crossings, when single car trains are run.

It is worthy of note, in this connection, that the line between New Britain and Hartford is in direct competition with a trolley line between the same points, but following a more circuitous route. The schedule time of trolley cars is 55 minutes, as against our time of less than 20 minutes, and the rate of fare is 15 cents (including a transfer given for use on the street railways of either city), as against ours of 10 cents for the straight run between the two cities only. The ownership of right of



way has a very important influence upon speed and competitive conditions under circumstances like these.

### CARS AND EQUIPMENT.

The type of cars selected for any good transportation service has a direct bearing upon the development of traffic and maximum gross receipts. It has been difficult for steam railroads to depart far from the long-established custom of closed passenger coaches of the present standard type, and to adopt open cars, on account of the disagreeable effect on passengers of the smoke and gases from engines. This has naturally thrown a great deal of traffic to competing street railway lines running open cars in summer, on account of the much greater pleasure in riding.

With electric operation, open cars in heavy railroad practice are possible, even at considerable speed, particularly if the front of the car is closed in with glass, and both at Nantasket Beach and on the Hartford-Berlin line, we have used heavy open cars with great success.

The motor-car which we have so far used we do not consider, by any means, the final type, and, even now, we have in mind plans of combination cars which we believe will be, on the whole, well adapted for railroad work. The present motor-car is very heavily built, with floors of a height equal to that of our standard passenger coaches. It contains 16 cross-seats, capable of seating 96 passengers, and the entrance is from either side with three steps. Each car has two heavy railroad trucks, one of which is equipped with two 125-h. p. motors. The total weight of the motor-car is 32 tons, and the trailer car of the same type weighs 25 tons. The motors which we have used up to date have been of a type common in heavy elevated railway work. These motors have often been in service for several consecutive days, making 324 miles each day, without apparent injury. We found the motors we are using already in the market when we commenced our experiments, and, until recently, no attempt has been made by us to specify changes. Under these conditions, great credit is due the manufacturers for their efforts to meet the difficulties encountered. The experience gained with these motors has served as a basis for building larger and heavier types, better adapted for the severe work which they will be called upon to fulfill to meet our requirements. An important point which we shall specify in new motors is that they shall have the most perfect ventilation possible. The efforts of the manufacturers have been hitherto directed towards completely encasing the motors, so as to make them water-proof, but, in doing this, ventilation has been sacrificed. We have found it beneficial to blow

out our motors several times during the day, by means of a blast of air from a hose-pipe connected with our air brake reservoir, but this is, at best, but a makeshift.

It is very difficult to dispose of all necessary cables, wires, brake-rods and chains, air-brake cylinders and apparatus, switches, and other car-controlling mechanism in the limited space beneath the car floor, as may be readily imagined by those familiar with street railway work. As a consequence, there has always been more or less controversy between those responsible for the placing of the different portions of the equipment, as to who shall have the first right to a given space, perhaps hardly a half a dozen square inches in section. There is also more or less trouble with braided wires, short-circuited shoe hangers, etc., and for our future work, we are making an effort to simplify this mass of equipment mechanism by putting some of it, particularly the wires and cables, in a space between the true floor of the car and a false floor several inches below, specially provided for the purpose.

For operating heavy trains of this character, where currents of from 500 to 1,000 amperes are sometimes used, the controlling apparatus must be massive and strong in every part, and the greatest care must be taken to prevent arcing. We had no trouble with controlling apparatus on our regular equipments, and we consider this branch of the apparatus well perfected.

The danger to station and car apparatus from lightning discharges, which is so important a factor in street railroading, where the overhead system is employed, is avoided in third-rail work, since the third-rail is so close to the ground that it is practically a lightning arrester itself throughout its whole length.

The problem of braking, which is so important a one in street railroading, is found more so with us, since the train weights and speed are enormously greater. The regular Westinghouse air-brake system, with engineer's valve, is used on our electric trains, but, instead of steam air-compressors, we have an electric motor-compressor, controlled by an automatic regulator, which has given excellent satisfaction.

Our experience with trolleys on the overhead line at Nantasket Beach, originally put in two years ago, has not been satisfactory. We find it quite impossible to prevent the destruction of trolley wheels by almost continual arcing when attempting to take from the wire the heavy current required in starting and during acceleration, as well as the smaller currents, taken at the maximum speed. There has been a good deal of trouble, moreover, in keeping the trolley on the wire in making speed and taking curves, and many trolley poles have been broken. The trolley difficulties have not interfered with the continuous opera-



tion of our line, but the cost of replacing wheels and poles has been rather large.

These difficulties have had an important influence in causing us to reach a decision in favor of the third rail. The contact shoes which take the current from the rail to the motor circuit have given, on the whole, good satisfaction, although they are occasionally carried away by the approach blocks at grade crossings when these blocks happen to be slightly misplaced, so that the shoes strike them at the wrong angle. The contact shoes are suspended by cast-iron links, which are intended to be weak enough to allow the shoe to break away easily without doing damage to the frame-work of the car. The trail cars are also equipped with shoes and connected with the circuits on the motor-car by means of flexible couplings, and it is possible, therefore, when the cars are run in train, to bridge the longest gaps found at grade crossings and switches, so that it is not necessary to turn the current off on approaching these. This arrangement makes our trail-cars independent of the motor-car for heating and lighting.

It will be noted, perhaps, that the Nantasket motor-cars have two trolley poles, as well as contact shoes, and the changing from trolley to third-rail simply means the pulling of the pole and the closing of the third-rail switch.

### THIRD RAIL AND RETURN CIRCUIT.

Our third-rail and return-circuit experience will, perhaps, be of value to both street railway and railroad managers, as we have undoubtedly made a wide departure from established methods. We have solved a number of interesting problems.

First is the question of insulation. The third-rail has a potential of 600 volts above the ground, and rests upon creosoted wooden blocks dowelled into the ties, its eaves being only  $1\frac{3}{8}$  inches above the tie. Now, it frequently happens that water accumulates 2 inches or more in depth over the ties, and, if it were not for our experience to the contrary, we would naturally suppose that, under these circumstances, the line would be directly short-circuited between the third and service rails through the water, the distance being but about two feet each way. Nevertheless, we have been able to operate our road without the slightest difficulty when this has happened, and nothing unusual has been noticed at the station, nor has the electrical output, as registered by the recording wattmeter, been abnormal. At Berlin, we have watched the ammeter closely when we knew the tracks to be submerged in two places ten miles apart, during a heavy rain storm, and have found that the leakage was almost

imperceptible when both cars on the line were at rest, and their air pumps out of circuit. At the same time the wattmeter was standing still. Of course, if a long length of track was submerged, the leakage might become serious, but we have yet to learn how much is necessary to accomplish this result.

We aim to so connect our third-rail lines and the service rail return as to have a practically complete metallic circuit of extremely low resistance, as far as possible disconnected with the ground. We do not believe in grounding our track, and, though ground plates are placed at the station, connected to our generator, by far the largest proportion of the return current comes through the cables connected directly with the track, the percentage coming from the ground-plates being extremely small.

The joints of the third-rail are bonded by long copper plates, firmly bolted to both sides of the joint, sixteen bolts being used in all. These copper plates are tinned before being put into position. Owing to the large area of contact service, the presence of rust on this surface does not materially interfere with the conductivity of the joint, as shown by accurate tests.

The service rails are bonded with the greatest care, four copper leaf bonds, having a cross-section of copper equal in conductivity to that of the rail, being used. These bonds are inserted in the base of the rail, instead of the web, so as to prevent breakage through play at the joints. The copper leaves are cast into end-piece blocks in such a way as to weld them thoroughly together in the blocks. The latter are formed into a hollow cylinder, one inch in diameter, which passes through a hole in the flange, and by which a large area of contact is secured. Tapered pins are driven into the inside of this cylinder from the top of the flange, and the connection made is very perfect. The form of this service-rail bond is shown in figure 5. Careful tests have shown that the joints of both third and service rails have now a slightly greater conductivity than an equal length of the rails themselves. Some of the tests of our third-rail and service-rail bonding, and of the experiments which have led up to our present practice, may be of interest, and are shown in figure 6.

A few words about the danger of the third-rail system would be, perhaps, in order. There have been many cases of people who have stepped from the ground to the third-rail without feeling the current, and anyone can step upon it from a dry tie without the slightest effect. On all except wet days, our employes work about it without trouble, avoiding, of course, putting themselves in direct contact with both service and third rails, but not infrequently "monkeying" with the current in such a way as to get shocks of more or less severity in a sort of horse play. On



wet days, they refer to the third-rail as being "lively," and are inclined to let it alone. Many of our employes have, however, received the heaviest shock possible to obtain, time after time, and care little about it, though those who are more influenced by electric shocks than others are sometimes thrown off their feet, but recover in a few minutes. We do not say that the third-rail has no danger, but we do not consider the danger as being at all serious or one which should interfere with the extension of the system.

As a result of exceptional care which we have taken in bonding our third and service rails, we have found it unnecessary, in any third-rail work so far done, to use copper feeders, in spite of the fact that we are obliged to transmit current from Berlin to Hartford, a distance, as before stated, of 12.3 miles, straight away from the power station. This work is made up as follows: From Berlin to New Britain, a distance of 3 miles, there is a complete double track electric road with two 100-pound third-rails and four 74-pound service rails, all most carefully bonded, as described. From New Britain to Hartford, a distance of 9.3 miles, there is one complete electric track, with 100-pound third-rail and 70-pound service-rails, all carefully bonded, in addition to which we have connected to the service rails of the electric track the rails of the second track, paralleling this the entire distance, at various places, in order to get the benefit of whatever conducting power there might be in this track connected only by its fish-plates at the joints. As a result of this work, we are able to run two trains of 52 tons each on the New Britain and Hartford line with an average loss of but  $26\frac{1}{2}$  per cent. The current output of the station at such a time averages about 300 amperes, with a maximum flow of about 700 amperes at a pressure of 600 volts. Of course, if the service were heavier, so that more cars would be required, it would undoubtedly be necessary to reinforce the third-rail with feeders.

#### COST OF POWER.

In our Nantasket Beach station, we have installed two engine generator units of 800 h. p. and 550 k. w. capacity each. The steam is supplied by eight boilers of 200 h. p. rated capacity each. On heavy days, both these engines are required, but, on ordinary days, but one only, and this is not fully loaded; the average loads being, perhaps, one-half the maximum.

In the Berlin station we have installed two engine generators of 1,200 h. p. and 850 k. w. each. The steam is supplied by ten horizontal tubular boilers, of 200 h. p. each. One unit only is required in the practical operation of all the cars on the Berlin-

Hartford line, and the average output is hardly one-fourth of the maximum capacity.

In both stations, our aim has been not to follow out any engineering fads, but to provide apparatus proved by long experience to be of the most simple and durable character.

The details of piping and arrangement of steam apparatus have been so thoroughly described in the technical papers that it is unnecessary to refer to them here.

We are now running our Nantasket plant condensing and our Berlin plant non-condensing, the loads in the latter being too light to make condensing profitable.

In spite of the fact that these general conditions of operation do not point to a low cost of power, because of the fact that we are working neither station at anywhere near its full capacity, I suppose we are, as a matter of fact, producing power more cheaply than can be done in any power station in the country using coal as a fuel, the reason being that we are burning sparks. "Sparks," as we are accustomed to call them, are the half-consumed coal dumped from the extension front of locomotives at the company's various round-houses. Nevertheless, there is a great deal of steam generating value in these sparks, as we have found by experience, and they are being carried on the company's cars to our stations at Berlin, Nantasket, and Stamford, and charged to the electrical operation at the cost of freighting (including the usual profit to the company for transportation), plus the cost of loading and unloading, a total charge of 70 cents per ton delivered.

In order to burn these sparks, we are obliged, of course, to make some changes in the furnace arrangements, chief among which is provision for the introduction of live steam under the grates, forming a blower or forced draft, as well as providing the water which, in decomposition, furnishes the oxygen and hydrogen gases which increase greatly and facilitate in combustion of half-burned coal and add enormously to the furnace heat. We originally supposed that some form of shaking or self-cleaning grate would be necessary in burning sparks, but have found in practice that, with ordinary grates, together with the steam blower, there is no difficulty. In our experimental days, it was thought that it might be necessary to use a proportion of ordinary soft coal with the sparks, and did so for a while, but it was not long before our firemen were educated to burn sparks only with entire ease, and no other kind of fuel is now used by us. Of course, we have to use greater weight of this half-consumed coal than would be the case with new coal, but still the economy is great, as a good quality of run-of-mine coal costs us, in Connecticut, about \$3 per ton, delivered at power station.

A few figures as to the cost of power at Stamford may be of interest. This station furnishes current for our street railway at Stamford and for lighting our railroad stations with 350 incandescent lamps. We are operating one engine only, of 500 h. p. total capacity, directly connected to one 300 k. w. generator. In the boiler-room are six 200 h. p. boilers. For the first six months of full operation with sparks only, the total cost of fuel for this station amounted to 3 mills per h. p. hour, or 4 mills per k. w. hour. For so small a station, and one where the average amount of power developed is hardly more than one-third of the rated capacity of the engine, I believe this to be a low figure. We have recently made, for our own information, for use in larger plants, special tests of the cost of power developed in this way, using for the purpose a water rheostat, in order to load the engine up to more nearly its full capacity. As a result of these tests, we find the cost of fuel for power, with the use of coal, to be 3.2 mills per h. p. hour, or 4.2 mills per k. w. hour. With the use of sparks, the cost is reduced to 1.9 mills per h. p. hour, or 2.5 mills per k. w. hour.

At our Nantasket power station this season, the cost of fuel, with use of coal, has averaged 4.2 mills per h. p. hour, or 5.2 per k. w. hour, while, with the use of sparks, the cost has been 2.1 mills per h. p. hour, or 2.8 per k. w. hour.

As before stated, our Berlin plant has not been run as economically thus far as it will be when a greater load is put on the engines, and it will seem to be in the interest of economy to run compound condensing. At this station, the cost of fuel, with the use of coal, has been 9 mills per h. p. hour, or 12 mills per k. w. hour. Using sparks as fuel has reduced this cost to 3 mills per h. p. hour, or 4 mills per k. w. hour.

It is very difficult, of course, if not impossible, to make any direct comparisons between the cost of motive power for electric railroading and that for steam railroading, on account of the different way in which the trains are made up. The best criterion would be the cost of motive power per ton mile hauled; but, even here, the results would be of little value, on account of the wide difference in conditions, and, as a matter of fact, we have never attempted to make such comparison.

I have tried to give you, as briefly as possible, some of the results of the pioneer work which the New Haven company has been doing in heavy electric railroading. They are roughly stated, and we cannot pretend that they are in any way conclusive, as effecting general railroad practice. For ourselves, however, we have formed some definite ideas as to what is possible for us to accomplish, and our plans for the future are being made with



great care, by President Clark and the Board of Directors, with the intention of dealing with the new transportation conditions which confront us in a broad-minded and progressive way. It is felt that a great transportation agency of this character owes it to the public from which it has obtained its franchises, to furnish the best possible service and to make the most of the natural advantages which it possesses.

There will always be room, doubtless, for railroads of two characters, the one operating on a purchased right of way, where trespassers can be kept away and high speed obtained, and the other operating on streets and highways, where passengers can be taken up and let off at their own doors. It is possible that, in some thickly-settled districts, such as are found in New England and the Middle States, where population groups almost touch each other, these two classes of service may occasionally be performed by the same agency, but there is no reason, ordinarily, why there should not be the most amicable and friendly relations, and not infrequently of a business character, existing between steam railroads and street railway companies.

TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH RAILROAD

TOWNS.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since railroad was built.	For access to stations.	Trespass crossings.
Andover,.....	8	...	1	7	...	...	...	...	...	...
Ansonia,.....	3	1	...	2	1	...	...	...	...	...
Avon,.....	8	...	1	7	...	...	...	...	...	...
Barkhamsted,.....	5	...	...	5	...	...	...	...	...	...
Beacon Falls,.....	4	...	1	3	...	...	...	...	...	1
Berlin,.....	10	3	1	6	...	...	...	...	...	...
Bethel,.....	16	...	2	14	1	...	...	1	...	...
Bloomfield,.....	12	...	...	12	...	...	...	...	...	...
Bolton,.....	5	2	...	3	...	1	...	...	...	...
Branford,.....	11	5	6	...	...	...	...	2	...	...
Brookfield,.....	16	...	1	15	...	...	...	...	...	1
Bridgeport,.....	31	2	2	27	16	1	...	20	1	11
Bristol,.....	17	2	2	13	2	...	...	2	...	...
Burlington,.....	2	...	1	1	...	...	...	...	...	...
Canton,.....	16	2	...	14	...	...	2	...	...	...
Canaan,.....	8	...	1	7	...	...	...	1	1	1
Canterbury,.....	2	...	...	2	...	...	...	...	...	...
Chaplin,.....	1	...	1	...	...	...	...	...	...	...
Chatham,.....	7	1	2	4	...	...	...	...	...	...
Chester,.....	4	...	...	4	...	...	...	...	...	...
Cheshire,.....	11	...	...	11	...	...	...	...	...	...
Clinton,.....	7	1	...	6	...	...	...	...	...	...
Colchester,.....	6	...	1	5	...	...	...	...	...	...
Columbia,.....	2	...	...	2	...	...	...	...	...	...
Cornwall,.....	17	1	...	16	...	...	...	2	1	1
Coventry,.....	4	...	...	4	...	...	...	...	...	...
Cromwell,.....	12	1	2	9	...	...	...	...	...	1
Danbury,.....	18	1	1	16	3	3	...	...	2	3
Darien,.....	7	2	3	2	...	...	...	...	...	...
Derby,.....	11	1	...	10	3	2	...	...	...	7
Durham,.....	1	...	1	...	...	...	...	...	...	...
East Haven,.....	2	2	...	...	...	...	...	...	...	...
East Hartford,.....	9	...	1	8	1	...	...	...	...	...
East Lyme,.....	2	...	2	...	...	...	...	...	...	...
East Windsor,.....	10	...	...	10	...	...	...	...	...	...
Ellington,.....	4	...	...	4	...	...	...	...	...	...
Enfield,.....	12	...	2	10	...	...	...	1	...	3
Essex,.....	7	...	...	7	...	...	...	...	...	...
Fairfield,.....	12	4	8	...	...	...	...	...	...	...
Farmington,.....	12	...	1	11	...	...	...	...	...	...
Franklin,.....	4	...	...	4	...	...	...	...	...	...
Granby,.....	5	...	...	5	...	...	...	...	...	...
Greenwich,.....	12	3	9	...	...	...	...	1	...	...
Griswold,.....	5	...	...	5	1	...	1	...	...	1
Groton,.....	13	3	5	5	...	2	...	1	...	1
Guilford,.....	5	2	1	2	...	...	...	...	...	...
Haddam,.....	7	1	...	6	...	...	...	...	...	...
Hampton,.....	9	2	...	7	...	...	...	1	...	...
Hamden,.....	14	3	5	6	...	...	...	...	4	4
Hartford,.....	50	10	15	25	16	3	...	6	...	3
Hebron,.....	7	...	...	7	...	...	...	...	...	...
Huntington,.....	2	1	...	1	...	...	...	...	...	...
Totals carried over,.....	485	56	79	350	44	12	3	38	9	38

## TOWN AND ON EACH RAILROAD, AS REPORTED BY THE COMPANIES.

## HIGHWAY CROSSINGS AT GRADE ON EACH RAILROAD.

B. & N. Y. A. L. R. R.	D. & N. R. R.	H. & C. V. R. R.	H. & C. W. R. R.	Housatonic R. R.	M. W. & C. R. R. R.	Naugatuck R. R.	N. H. & D. R. R.	N. H. & N. R. R.	N. L. N. R. R.	N. E. R. R.	N. Y. N. H. & H. R. R.	N. Y. P. & B. R. R.	Nor. & W. R. R.	S., L. & N. R. R.	Shore Line R. R.	South Manches- ter R. R.	Total.
..	..	..	..	..	..	..	2	..	..	7	..	..	..	..	..	..	7
..	..	..	..	..	..	..	..	7	..	..	..	..	..	..	..	..	2
..	..	..	5	..	..	..	..	..	..	..	..	..	..	..	..	..	7
..	..	..	..	..	..	3	..	..	..	..	..	..	..	..	..	..	5
..	14	..	..	..	..	..	..	..	..	..	6	..	..	..	..	..	3
..	..	..	12	..	..	..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	13	..	..	..	..	..	3	..	..	..	..	..	..	14
..	..	..	..	9	..	..	..	..	..	2	..	..	..	..	..	..	12
..	..	..	..	..	..	..	..	..	..	13	18	..	..	..	..	..	3
..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	15
..	..	11	..	7	..	..	..	3	..	..	..	..	..	..	..	..	27
..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	13
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	14
..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	7
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2
4	..	4	..	..	..	..	..	11	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11
5	..	..	..	16	..	..	..	..	1	..	..	..	..	..	6	..	6
1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	3	..	..	..	..	..	..	2
..	4	3	..	..	4	..	..	..	1	..	2	..	..	..	..	..	16
..	..	..	..	1	..	..	..	..	..	11	..	..	..	..	..	..	4
..	..	..	..	..	..	7	3	..	..	..	2	..	..	..	..	..	9
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	16
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10
..	..	..	..	..	..	..	..	..	..	8	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	..	10	..	..	..	..	..	..	8
..	..	..	..	..	..	..	..	..	1	3	..	..	..	..	..	..	10
..	..	..	..	..	..	..	..	..	..	8	2	..	..	..	..	..	4
..	..	7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10
..	..	..	..	..	..	..	..	11	..	..	..	..	..	..	..	..	7
..	..	..	..	..	..	..	..	..	4	..	..	..	..	..	..	..	11
..	..	..	..	..	..	..	..	5	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	..	5	5	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	5
..	..	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	7	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	5	..	8	1	..	..	..	..	..	7
..	..	6	2	..	..	..	..	..	..	..	9	..	..	..	..	..	6
7	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	25
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
17	18	26	30	47	4	10	5	43	6	86	40	5	5	....	8	....	350



TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH RAILROAD

TOWNS.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since railroad was built.	For access to stations.	Trespass crossings.
Totals brought over,.....	485	56	79	350	44	12	3	38	9	38
Kent,.....	10	2	..	8	..	..	..	1	1	..
Killingly,.....	9	1	1	7	2	..	..	..	..	2
Lebanon,.....	5	2	..	3	..	..	..	..	..	..
Ledyard,.....	1	..	..	1	..	..	..	..	..	..
Litchfield,.....	17	1	..	16	..	..	..	1	..	2
Lisbon,.....	6	1	2	3	..	..	..	..	..	..
Lyme,.....	6	3	3	..	..	..	..	..	..	..
Madison,.....	6	3	3	..	..	..	..	..	..	..
Manchester,.....	13	1	3	9	..	1	..	2	..	..
Mansfield,.....	9	1	..	8	..	..	..	..	..	..
Meriden,.....	20	4	1	15	9	..	1	5	..	..
Middlebury,.....	3	..	1	2	..	..	..	..	..	..
Middlefield,.....	8	1	1	6	..	..	..	..	..	..
Middletown,.....	42	10	5	27	4	..	7	..	..	..
Milford,.....	17	6	8	3	..	..	..	..	..	1
Montville,.....	3	..	..	3	..	..	..	..	..	..
Monroe,.....	10	..	4	6	..	..	..	..	1	1
Morris,.....	4	..	..	4	..	..	..	1	..	..
Naugatuck,.....	9	..	2	7	3	..	..	..	..	..
New Britain,.....	23	2	1	20	8	4	2	..	..	..
New Canaan,.....	4	1	..	3	..	..	..	1	..	..
Newington,.....	6	..	1	5	2	..	..	1	..	2
New Haven,.....	54	38	4	12	4	2	1	7	..	9
New Hartford,.....	11	..	3	8	..	..	1	..	..	..
New London,.....	15	2	5	8	6	1	..	..	..	8
New Milford,.....	24	..	1	23	1	..	..	2	..	..
Newtown,.....	45	2	2	41	..	..	..	2	1	1
Norfolk,.....	8	3	2	3	..	..	..	..	..	..
North Canaan,.....	15	..	..	15	..	..	..	1	1	1
North Haven,.....	7	1	1	5	..	1	..	1	..	1
Norwalk,.....	31	3	12	16	1	..	..	..	3	7
Norwich,.....	14	7	1	6	..	2	1	..	2	2
Old Saybrook,.....	12	3	1	8	..	..	2	..	..	..
Orange,.....	25	4	13	8	..	..	..	1	..	2
Oxford,.....	7	2	..	5	..	..	..	..	..	..
Pomfret,.....	9	3	1	5	..	..	..	..	..	..
Portland,.....	11	1	4	6	..	..	..	..	..	..
Plainfield,.....	24	1	..	23	..	..	..	..	..	2
Plainville,.....	6	1	..	5	1	..	..	..	..	2
Plymouth,.....	7	2	..	5	..	..	..	1	..	..
Putnam,.....	16	4	5	7	4	..	..	..	..	..
Redding,.....	10	..	2	8	..	..	..	..	..	..
Ridgefield,.....	10	..	..	10	..	..	..	..	..	..
Rocky Hill,.....	3	..	..	3	..	..	..	..	..	..
Roxbury,.....	5	..	..	5	..	..	..	..	..	..
Salisbury,.....	12	1	2	9	..	..	3	..	..	..
Saybrook,.....	3	..	..	3	..	..	..	..	..	..
Seymour,.....	5	1	..	4	2	1	1	..	..	..
Totals carried over,.....	1,105	174	174	757	91	24	22	65	18	81

## TOWN, AND ON EACH RAILROAD, AS REPORTED BY THE COMPANIES.

## HIGHWAY CROSSINGS AT GRADE ON EACH RAILROAD.

B. & N. Y. A. L. R. R.	D. & N. R. R.	H. & C. V. R. R.	H. & C. W. R. R.	Housatonic R. R.	M. W. & C. R. R. R.	Naugatuck R. R.	N. H. & D. R. R.	N. H. & N. R. R.	N. L. N. R. R.	N. E. R. R.	N. Y. N. H. & H. R. R.	N. Y. P. & B. R. R.	Nor. & Worcester R. R.	S. L. & N. R. R.	Shore Line Ry.	South Manches- ter R. R.	Total.
17	18	26	30	47	4	10	5	43	6	86	40	5	5	...	8	...	350
...	...	...	...	8	...	...	...	...	...	...	...	...	...	...	...	...	8
3	...	...	...	...	...	...	...	...	...	...	...	...	7	...	...	...	7
...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	3
...	...	...	...	...	...	9	...	...	...	...	...	...	...	7	...	...	1
...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	6	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	8	...	...	...	...	...	...	3	9
...	...	...	...	...	5	...	...	...	...	...	10	...	...	...	...	...	8
...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	15
6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
3	...	17	...	...	6	...	...	...	...	...	1	...	...	...	...	...	6
...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	27
...	...	...	...	6	...	...	...	...	3	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	6	...	...	...	...	...	...	...	4	...	...	6
...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	4
...	...	...	...	...	...	...	...	...	...	12	8	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	20
...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	3
...	...	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	5
...	...	...	4	...	...	...	...	4	...	...	6	...	...	...	...	...	12
...	...	...	...	...	...	...	...	...	2	...	...	6	...	...	...	...	8
...	...	...	...	23	...	...	...	...	...	...	...	...	...	...	...	...	8
...	5	...	...	21	...	...	...	...	...	10	...	...	...	5	...	...	23
...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	41
...	...	...	10	5	...	...	...	...	...	...	...	...	...	...	...	...	3
4	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	15
...	16	...	...	...	...	...	...	...	4	...	...	...	2	...	...	...	5
...	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	6
...	...	...	...	...	...	...	8	...	...	...	...	...	...	...	...	...	8
...	...	...	...	...	...	...	...	...	...	5	...	...	...	...	...	...	8
...	...	...	...	...	...	...	...	...	...	5	...	...	...	...	...	...	5
6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
...	...	...	...	...	...	...	...	...	...	11	...	...	12	...	...	...	6
...	...	...	...	...	...	...	...	2	...	3	...	...	...	...	...	...	23
...	...	...	...	...	...	...	...	...	...	5	...	...	...	...	...	...	5
...	...	...	...	...	...	...	...	...	...	3	...	...	4	...	...	...	5
...	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
...	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
...	...	...	9	...	...	...	...	...	...	...	...	...	...	5	...	...	5
...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9
...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
39	57	55	56	110	15	32	13	55	23	154	72	11	31	21	10	3	757

TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH  
RAILROAD

TOWNS.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since railroad was built.	For access to stations.	Trespass crossings.
Total brought over,.....	1,105	174	174	757	91	24	22	65	18	81
Simsbury,.....	17	1	2	14	....	1	....	....	....	....
Southbury,.....	14	1	6	7	....	....	....	1	....	....
Southington,.....	17	....	....	17	2	....	....	3	1	2
South Windsor,.....	10	....	....	10	....	....	....	....	....	....
Sprague,.....	4	....	....	4	....	....	1	....	....	....
Stafford,.....	8	....	....	8	....	....	....	....	....	2
Stamford,.....	12	3	6	3	....	....	....	2	....	....
Sterling,.....	5	....	....	5	....	....	....	....	....	....
Stonington,.....	14	2	1	11	8	....	....	2	....	2
Stratford,.....	6	1	5	....	....	....	....	2	....	....
Suffield,.....	8	....	2	6	....	....	....	....	....	....
Tolland,.....	1	....	....	1	....	....	....	....	....	....
Torrington,.....	9	1	....	8	1	....	....	....	....	2
Thomaston,.....	3	....	....	3	1	....	....	....	....	1
Thompson,.....	25	2	3	20	....	....	....	1	1	3
Trumbull,.....	6	....	....	6	....	....	....	....	....	1
Vernon,.....	16	....	5	11	....	1	....	....	....	....
Wallingford,.....	22	1	2	19	2	....	....	....	....	....
Washington,.....	14	....	....	14	....	....	....	2	....	1
Waterbury,.....	20	1	4	15	3	2	....	....	....	6
Waterford,.....	5	1	2	2	....	....	1	....	....	....
Watertown,.....	5	....	3	2	....	....	....	....	....	....
Westbrook,.....	4	3	1	....	....	....	....	....	....	....
West Hartford,.....	4	....	1	3	....	....	....	....	....	1
Westport,.....	10	6	4	....	....	....	....	....	....	....
Wethersfield,.....	8	....	....	8	1	....	....	....	....	....
Windsor,.....	12	....	....	12	....	2	1	....	....	....
Windsor Locks,.....	3	....	....	3	....	....	....	....	....	....
Windham,.....	22	2	2	18	3	2	....	....	1	4
Wilton,.....	16	1	....	15	....	....	....	....	....	1
Willington,.....	5	....	....	5	....	....	....	1	....	....
Winchester,.....	13	1	4	8	....	1	....	....	....	....
Total,.....	1,443	201	227	1,015	112	33	25	79	21	107



## TOWN, AND ON EACH RAILROAD, AS REPORTED BY THE COMPANIES.

## HIGHWAY CROSSINGS AT GRADE ON EACH RAILROAD.

B. & N. Y. A. L. R. R.	D. & N. R. R.	H. & C. V. R. R.	H. & C. W. R. R.	Housatonic R. R.	M., W. & C. R. R.	Naugatuck R. R.	N. H. & D. R. R.	N. H. & N. R. R.	N. L. N. R. R.	N. E. R. R.	N. Y., N. H. & H. R. R.	N. Y., P. & B. R. R.	Nor. & Worcester R. R.	S., L. & N. R. R.	Shore Line R. R.	South Manches- ter R. R.	Total.
89	57	55	56	110	15	32	13	55	23	154	72	11	31	21	10	3	757
			7					7									14
								17			4			3			7
											10						17
										4							10
									8								4
												3					8
										5							3
												11					5
																	11
									1		6						6
						8											1
						3											8
																	3
				6						12			8				20
																	6
										11							11
7											12						19
						6				9				14			14
								1							1		15
																	2
						2											2
										2	1						3
		8															8
											12						12
											3						3
1									6	11							18
15																	15
									5								5
			7			1											8
47	72	63	70	116	15	52	13	79	44	222	109	22	39	38	11	3	1015

The crossings reported on the N. Y., N. H. & H. R. R. include those on the Stamford & New Canaan R. R., and the Middletown, New Britain, and Suffield branches.

The N. E. R. R. includes the Connecticut Central Railroad.

The Naugatuck R. R. includes the Watertown & Waterbury R. R.

The B. & N. Y. A. L. R. R. includes the Colchester Branch.

The above tables are based upon reports originally made in 1888, and corrected by the railroad companies up to date of this report.



# STATISTICAL TABLES.





TABLE I.

Number.	NAMES OF ROADS AND BRANCHES. [Branches in <i>Italics</i> .]	1	2	3	4	LOCATION OF ROAD.		5		6		7		8		9		10	
						From	To	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.
1	Boston & New York Air Line, <sup>1</sup>	1875	1870-73		New Haven, Ct.	Willimantic, Ct.		51.50	51.50	5.23	5.23					13.15	13.15	69.88	69.88
2	Colchester, - - -	1876	1877		Turnerville, Ct.	Colchester, Ct.		3.59	3.59							90	90	4.49	4.49
3	Danbury & Norwalk, <sup>2</sup>	1880	1882		Danbury, Ct.	So. Norwalk, Ct.		26.28	26.28							18.84	18.84	45.12	45.12
4	<i>Ridgefield Branch,</i>	1881	1871		Danbury, Ct.	Ridgefield, Ct.		3.97	3.97							38	38	4.35	4.35
5	<i>Hartford &amp; Connecticut Western,<sup>3</sup></i>	1886	1881		Hartford, Ct.	Rhinecliff, N. Y.		109.75	67.35							26.60	18.36	136.35	85.61
6	<i>Newburgh, Dutchess &amp; Conn. R.,</i>				Hartford, Ct.	Millerton, N. Y.		1.35										1.35	
7	<i>Newtown Branch,</i>				State Line, N. Y.	Mass. State Line.		74.97	74.97							17.94	17.94	92.91	92.91
8	<i>Brookfield Branch,</i>				Bridgeport, Ct.	Huntington, Ct.		9.79	9.79							1.46	1.46	11.25	11.25
9	<i>Meriden, Waterbury &amp; Conn. River,</i>	1882	1885		Botsford, Ct.	Huntington, Ct.		5.36	5.36							1.16	1.16	6.52	6.52
10	<i>Center St. Extension,</i>	1845	1849		Br'kfield Junc., Ct.	Cromwell, Ct.		29.50	29.50							6.91	6.91	36.41	36.41
11	<i>Naugatuck, - - -</i>	1845	1849		Waterbury, Ct.	Meriden, Ct.		.84	.84									.84	.84
12	<i>Watertown Branch,</i>	1864	1871		Naugatuck Junc., Ct.	Winsted, Ct.		56.55	56.55	5.40	5.40					21.76	21.76	83.71	83.71
13	<i>Huntington Branch,</i>	1846	1848-81		Waterbury, Ct.	Watertown, Ct.		4.44	4.44							66	66	5.10	5.10
14	<i>New Haven &amp; Northampton,</i>				New Haven, Ct.	Ansonia, Ct.		12.90	12.90							7.02	7.02	19.92	19.92
15	<i>New Hartford Branch,</i>				Derby, Ct.	Huntington, Ct.		3.79	3.79							1.87	1.87	5.66	5.66
16	<i>Williamstown Branch,</i>				New Haven, Ct.	Conway Junc., Ms.		94.64	51.26							42.76	20.20	137.40	71.46
17	<i>Turner's Falls Branch,</i>				Farmington, Ct.	New Hartford, Ct.		14.09	14.09							3.12	3.12	17.21	17.21
18	<i>Holyoke &amp; Westfield Branch,</i>				Northampton, Ms.	Williamstown, Ms.		7.51								1.75		9.26	
19	<i>New London Northern,<sup>4</sup></i>	1859	1849-81		So. Deerfield, Mass.	Turner's Falls, Ms.		10.07								2.40		12.47	
20	<i>New England,<sup>5</sup></i>	1873	1895		Westfield, Mass.	Holyoke, Mass.		10.32								14.17		24.49	
21					New London, Ct.	Brattleboro, Vt.		121.00	56.00							39.02	30.07	160.02	76.07
22					Boston, Mass.	Hopewell Junc. N. Y.		214.98	134.17	114.34	62.29					135.20	70.14	464.61	286.60
23					Worcester, N. Y.	High Hill Landing, "		1.71								7.39		9.00	
24					Providence, R. I.	Willimantic, Ct.		58.32	31.96							18.36	7.17	76.68	39.13
25					Cook St., N. W. N. Ms.	Woonsocket, R. I.		28.67								7.01		35.68	
26					East Thompson, Ct.	Southbridge, Mass.		17.36	5.35							2.82	.13	20.18	5.48
27					East Hartford, Ct.	Jc. B. & A. R. R. Spfld		28.31	20.17							8.71	3.76	37.02	23.93
28					Meirose, Ct.	W. St. Rockville, Ct.		7.22	7.22							24	24	7.46	7.46
29					Dedham Junc., Ms.	Dedham, Mass.		1.53								.93		2.46	
30					Saltington, Mass.	"		2.00								.03		.68	
31					Dorrence St., Prov.	To tide water.		.62								.03		.68	
32					Freight Branch, Hld.	Morgan St., Hartford.		.67	.67							.98	.98	1.65	1.65
33					Vernon, Ct.	Rockville, Ct.		4.43	4.43							.85	.85	5.28	5.28
34					Franklin, Mass.	Valley Falls, R. I.		13.59								1.56		13.15	
35					Olneyville Jc., R. I.	Donghaes Jc., Mass.		27.73								.72		34.83	
36					Woonsocket, R. I.	Harrisville, R. I.		9.45								4.40		10.17	
37								19.97										24.37	

*Rockville Railroad Branch,*  
*Rhode Island & Mass. Branch,*  
*Providence & Springfield R. R.,*  
*Woonsocket & Passaconaway Branch,*  
*Milford & Woonsocket & Mil-*  
*ford, Franklin & Prov.,*

TABLE I. — CONCLUDED.

Number.	Names of Roads and Branches. [Branches in <i>Italics</i> .]	Opened for use.	Chartered.	Location of Road.		5		6		7		8		9		10	
				From	To	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.
12	New York, New Haven & Hartford, <sup>a</sup>	1839-70		Woodlawn, N.Y.	Providence, R. I.	173.78	115.79	173.78	115.79	54.86	42.44	54.86	42.44	124.00	96.16	581.28	412.62
	New Canaan Branch,			Stamford, Ct.	New Canaan, Ct.	7.66	7.66							.91	.91	8.57	8.57
	West River Branch,			N. Y. Div., N. H.	N. H. & D. R. R., N. H.	.79	.79									.79	.79
	Beekshire Division, <sup>7</sup>			New Haven U. Dep.	West River Branch,	.87	.87									.87	.87
	Hartford			New Haven, Ct.	Springfield, Mass.	60.17	54.22	60.17	54.22					78.13	71.06	198.47	179.50
	Middletown Branch,			Groton, Ct.	Middletown, Ct.	9.70	9.70										
	New Britain Branch,			Windsor Locks, Ct.	New Britain, Ct.	3.18	3.18										
	Suffield Branch,			Hartford, Ct.	Suffield, Ct.	4.32	4.32										
	Valley Division,					46.20	46.20										
	Stonington Loop,			Stonington, Ct.	Stonington, Ct.	.97	.97										
	Warwick & Oakland Branch,			Ansonia, R. I.	Buttontown, R. I.	9.90											
	Pawtucket Valley Branch,			Ansonia, R. I.	Pawtucket, R. I.	4.69											
	Harbor Junction,			Ansonia, R. I.	Henderson St., Pro.	3.58											
	Hartam River Branch,			Harlem River, N. Y.	New Rochelle, N. Y.	11.50											
	Beekshire Division,			Conn. State Line,	W. St. Karletry, Mass.	20.53											
	West Stockbridge,			W. St. Karletry, Mass.	N. York State Line,	2.61											
	Stockbridge & Pittsfield,			Van Deusenville, Ct.	Phileadef, Ms.	22.02											
	Providence & Worcester,			Providence, R. I.	Worcester, Ms.	40.30											
	East Providence Branch,			Valley Falls, R. I.	E. Providence, R. I.	7.00											
	Pawtucket Valley,			Pawtucket, R. I.	Hope, R. I.	5.67											
Old Colony Main Line,				Boston, Mass.	Newport, R. I.	67.79											
				Mayflower Park,	Somerset, Ct., Mass.	36.31											
				Middleboro, Mass.	Provincetown, Ms.	85.66											
				Raynham, Mass.	Whitenton, Ct., Ms.	3.38											
				Braintree, Mass.	Kingsston, Mass.	32.31											
				So. Braintree, Mass.	Plymouth, Mass.	26.04											
				Framingham, Mass.	Lowell, Mass.	26.12											
				New Bedford, Ms.	Fitchburg, Mass.	91.25											
				Norwich, Mass.	Malden, Mass.	3.30											
				Stoughton, Mass.	Stoughton, Mass.	1.65											
Dorchester & Milton Branch,				Stoughton, Mass.	Stoughton, Mass.	2.39											
				Shawmut Branch,	Shawmut, Mass.	6.12											
				Bridgeport Branch,	Bridgeport, Mass.	7.75											
				Brookline Branch,	Brookline, Mass.	5.41											
				Quincy Branch,	Quincy, Mass.	6.05											
				Wood's Holl Branch,	Wood's Holl, Mass.	17.54											
				Fairhaven Branch,	Fairhaven, Mass.	15.17											
				No. Abington, Ms.	Hanover, Mass.	7.80											
				Hatfield, Mass.	Easton, Mass.	7.56											
														189.42		730.86	
														1.33		4.63	
														.58		3.88	
														.97		3.36	
														1.78		7.90	
																.75	
														3.31		8.72	
														2.27		7.32	
														2.30		19.82	
														1.30		16.37	
														3.06		16.86	
														.87		8.43	



[illegible]

<sup>1</sup> Road commenced operations in 1870, under the charter granted to the New Haven, Middletown & Willimantic R. R. Company in 1867.

<sup>2</sup> Original charter granted to the Fairfield County R. R. Company in 1835, renewed in 1846, and name changed to D. & N. R. R. Company in 1850. Successor to the Connecticut Western R. R. Company, chartered in 1860.

The New London, Willimantic & Springfield R. R. Company was incorporated in 1847. In 1848, that Company and the New London, Willimantic & Palmer R. R. Company were merged to form the New London, Willimantic & Springfield R. R. Company, which was then incorporated in 1848.

incorporated by the State of Massachusetts, were permitted, by the Legislature of Connecticut, to become one corporation, to be known as the N. L. W. & P. R. R. Company, the holders of which having been foreclosed the holders of the mortgage held by the

of which having been fore-closed, the holders of the mortgage bonds were incorporated as the N. L. N. R. R. Company in 1859.  
 & From Boston, Mass., to Putnam, Conn., 1855; from Putnam, Conn., to Willimantic, Conn., 1859; from Willimantic Conn. to Hartford Conn. 1840.

Bristol, Conn., 1859; from Bristol, Conn., 1855; to Waterbury, Conn., 1853; from Waterbury, Conn., to Fishkill-on-Hudson, N. Y., 1881; from Providence R. I., to Williamantic, Conn., from East Thompson, Conn., to North-Bridgewater, Mass., 1867; from East Thompson, Conn., to North-Bridgewater, Mass., 1867; from East Thompson, Conn., to North-Bridgewater, Mass., 1867.

; from East Thompson, Conn., to Southbridge, Mass., 1867; from Cook Street, Mass., to Woonsocket, R. I., 1863; Mass. State line to East Hartford, Conn., 1876.  
 \* Hartford & New Haven R. R. Company incorporated in 1833; Hartford & Springfield R. R. Company in 1825 and privileges of its charter expired on 11 A. S. 11 D. 13.

Manufactured and sold by the Company incorporated in 1839, Hartford & Springfield R. R. Company in 1832, N. Y. & N. H. R. R. Company in 1842, N. Y. & N. H. R. R. Company in 1841, and consolidated with N. H. R. R. Company in 1872.

<sup>7</sup> Mileage of Hartford Division in above table is shown only from Cedar Hill, Conn., to Springfield, Mass.

\* Charter granted to Shepley Valley R. R. Company in 1898.

TABLE II. — CAPITAL STOCK.

Number.	RAILROADS.	11 Total Amount Authorized.	12 Issued for Cash.	13 Issued for Bonds.	14 Issued for Stock of other Corporations.	15 Issued for undivided Earnings.	16 Issued for increased Valuation.
1	Boston & New York Air Line, .....	\$4,000,000.00	.....	\$2,938,500.00	.....	.....	.....
2	Colchester, .....	50,000.00	\$25,000.00	.....	.....	.....	.....
3	Danbury & Norwalk, .....	1,000,000.00	338,416.25	.....	.....	\$101,583.75	\$160,000.00
4	Hartford & Connecticut Western, .....	3,000,000.00	.....	1,906,500.00	.....	.....	.....
5	Housatonic, .....	3,820,000.00	23,000.00	.....	.....	.....	.....
6	Meriden, Waterbury & Conn. River, .....	.....	.....	.....	.....	.....	.....
7	Naugatuck, .....	2,000,000.00	397,696.00	273,000.00	.....	142,700.00	448,825.00
8	New England, .....	25,000,000.00	.....	.....	.....	.....	.....
9	New Haven & Derby, .....	700,000.00	447,000.00	.....	.....	.....	.....
10	New Haven & Northampton, .....	5,000,000.00	1,882,000.00	.....	.....	.....	.....
11	New London Northern, .....	2,000,000.00	340,673.33	1,102,660.00	\$56,666.67	.....	.....
12	New York, New Haven & Hartford, .....	100,000,000.00	17,250,700.00	.....	30,361,500.00	.....	.....
13	Norwich & Worcester, .....	3,831,600.00	2,646,900.00	.....	128,900.00	.....	.....
14	Philadelphia, Reading & New England, ..	6,600,000.00	.....	2,000,000.00	.....	.....	.....
15	Ridgefield & New York, .....	1,250,000.00	205,400.00	.....	.....	.....	.....
16	Shepaug, Litchfield & Northern, .....	600,000.00	.....	599,850.00	.....	.....	.....
17	Shore Line,* .....	1,000,000.00	62,845.20	678,125.00	.....	.....	259,029.80
18	South Manchester, .....	40,000.00	40,000.00	.....	.....	.....	.....
	Total, .....	\$159,891,600.00	\$23,659,630.78	\$9,558,635.00	\$30,547,066.67	\$244,283.75	\$867,854.80

\* The Shore Line Railway Co. went out of existence March 18, 1897, and stock of the N. Y., N. H. & H. R. R. Co. was issued for retired stock thereof, but as this transaction did not take place until about three months previous to end of fiscal year, viz., June 30, 1897, amount of capital stock authorized, etc., of Shore Line Railway Co. is shown in above table. Without taking this road into consideration in the preparation of the above table, the total amount of capital stock authorized to be issued by all other companies is \$158,891,600; issued for cash, \$23,696,785.58; issued for bonds, \$8,880,510; and issued for increased valuation, \$908,825.

TABLE III. — CAPITAL STOCK.

Number.	17 Otherwise issued.	18 Total amount issued.	19 Total issued per last report.	20 Issued per mile of road.	21 Amount held in Connecticut.	22 Amount same per last report.	23 Stockholders in Connecticut.	24 Number of same per last report.
<b>RAILROADS.</b>								
1								
2	\$877,600.88	\$3,876,100.88	\$3,863,763.38	\$75,264.00	\$3,198,800.00	\$3,161,900.00	436	425
3	.....	25,000.00	25,000.00	6,964.00	25,000.00	25,000.00	1	1
4	.....	600,000.00	600,000.00	16,574.58	590,400.00	589,800.00	64	62
5	800,000.00	2,706,500.00	2,704,400.00	24,660.59	808,400.00	808,700.00	481	486
6	2,875,800.00	2,898,800.00	2,898,800.00	32,167.00	2,890,000.00	2,882,100.00	10	32
7	.....	.....	484,000.00	.....	.....	101,800.00	.....	265
8	737,779.00	2,000,000.00	2,000,000.00	32,792.00	1,699,900.00	1,699,400.00	.....	346
9	25,000,000.00	25,000,000.00	25,000,000.00	69,178.00	13,107,500.00	13,091,100.00	349	322
10	.....	447,000.00	447,000.00	26,782.50	443,400.00	443,300.00	80	85
11	578,000.00	2,460,000.00	2,460,000.00	19,475.89	2,437,400.00	2,446,900.00	22	27
12	.....	1,500,000.00	1,500,000.00	12,396.69	740,600.00	759,600.00	150	154
13	.....	47,612,200.00	47,475,700.00	146,135.00	12,976,100.00	12,780,100.00	2,662	2,644
14	.....	2,775,800.00	2,775,800.00	41,935.86	74,700.00	70,100.00	41	41
15	4,600,000.00	6,600,000.00	6,600,000.00	114,583.00	14,700.00	14,700.00	12	12
16	46,400.00	251,800.00	251,800.00	8,269.29	50,000.00	61,050.00	49	53
17	.....	599,850.00	600,000.00	18,587.36	599,650.00	587,950.00	8	10
18	.....	1,000,000.00	1,000,000.00	20,243.00	.....*	981,000.00	.....	27
	.....	40,000.00	40,000.00	17,777.77	40,000.00	40,000.00	9	9
Total,.....			\$35,515,579.88	\$100,393,050.88	\$100,726,263.38	\$65,118.83	\$39,696,550.00	\$40,544,000.00 4,398 4,701

\* See note at bottom of table No. 2 in regard to Shore Line Railway Co, being merged with the N. Y., N. H. & H. R. Co.

Without taking this road into consideration in the preparation of the above table, the total amount of capital stock issued by all other companies is \$99,393,050.88, and the amount issued per mile of road, \$66,694.38.



TABLE IV.—DEBT.

Number.	RAILROADS.	25 FUNDED DEBT.		26 CURRENT LIABILITIES.		27 Total debt.	28 Total per last report.	29 Funded debt per mile of road.	30 Total stock and debt.
		Total.	Total per last report.	Total.	Total per last report.				
1	Boston & N. Y. Air Line,	\$500,000.00	\$500,000.00	.....	.....	\$500,000.00	\$500,000.00	\$9,709.00	\$4,376,100.88
2	Colchester,.....	25,000.00	25,000.00	.....	.....	25,000.00	25,000.00	6,964.00	50,000.00
3	Danbury & Norwalk,...	650,000.00	650,000.00	.....	.....	650,000.00	650,000.00	17,955.80	1,250,000.00
4	Hartford & Conn. West.,	700,000.00	700,000.00	.....	.....	722,697.99	722,697.99	6,378.13	3,429,197.99
5	Housatonic,.....	3,000,000.00	3,000,000.00	.....	\$22,697.99	3,000,000.00	3,000,000.00	33,289.00	5,898,800.00
6	Mer., Wbury & Ct. R.,	.....	450,000.00	.....	.....	.....	450,000.00	.....	.....
7	Naugatuck, .....	150,000.00	150,000.00	.....	.....	150,000.00	150,000.00	2,460.00	2,150,000.00
8	New England,.....*	11,500,000.00	16,505,000.00	.....	.....	11,500,000.00	17,569,395.70	413,835.47	42,539,331.85
9	New Haven & Derby,...	1,280,000.00	1,280,000.00	.....	.....	1,280,000.00	1,280,000.00	45,657.05	1,727,000.00
10	N. Haven & N'hampton,	3,900,000.00	3,900,000.00	.....	.....	3,900,000.00	3,900,000.00	76,692.62	6,360,000.00
11	New London Northern,	1,500,000.00	1,500,000.00	.....	.....	1,503,340.34	1,503,017.84	30,876.41	3,003,340.34
12	N. Y., N. H. & H'tford,	4,500,000.00	4,300,000.00	.....	.....	12,162,556.26	13,978,186.58	13,812.00	59,774,756.26
13	Norwich & Worcester,...	675,000.00	400,000.00	.....	.....	760,105.33	830,197.33	10,202.24	2,535,905.33
14	Phila., Read. & N. E.,...	10,100,000.00	10,100,000.00	.....	.....	10,846,131.31	11,483,220.96	175,347.00	17,446,131.31
15	Ridgely & New York,	.....	.....	.....	.....	.....	.....	.....	251,800.00
16	Shepaug, Litch'd & N.,	.....	.....	.....	.....	.....	.....	.....	602,240.07
17	Shore Line,.....	.....	200,000.00	.....	.....	.....	200,000.00	.....	1,000,000.00
18	South Manchester,.....	.....	.....	.....	.....	.....	16,307.75	.....	59,793.62
	Total, .....	\$43,480,000.00	43,660,000.00	9,581,346.70	12,600,637.73	53,061,346.77	56,260,637.73	30,467.16	153,454,397.65

\* \$10,000,000.00 Mortgage given by N. Y. &amp; N. E. R. Co., maturing 1905.

† Funded debt per mile of road on \$5,000,000.00, on Boston terminals.

‡ Funded debt per mile of road on \$16,500,000.00.

§ Deferred Liabilities, Rolling Stock Certificates, Housatonic Railroad Company.

TABLE V.—PROPERTY ACCOUNTS.

Number.	RAILROADS.	31 Cost of road.	32 Cost of equipment.	33 Bonds and Stocks.	34 Other permanent investments.	35 Cash and current assets.	36 Other assets.	37 Total.	38 Cost of road per mile.
1	Boston & N. Y. Air Line,	\$4,449,607.83	\$129,931.94	\$43,324.50	.....	\$1,626.25	.....	\$4,624,490.52	\$86,400.00
2	Colchester,.....	50,000.00	.....	.....	.....	.....	.....	50,000.00	13,927.57
3	Daubury & Norwalk,....	1,170,270.83	228,971.89	.....	.....	.....	.....	1,399,242.72	32,327.92
4	Hartford & Conn. West,	2,921,747.46	373,867.97	.....	136,772.05	.....	.....	3,432,387.48	26,621.84
5	Housatonic,.....	5,203,645.91	1,581,536.15	.....	178,481.32	.....	\$25,420.83	6,989,084.21	57,741.30
6	Meriden, W'y & Ct. R.,	.....	.....	.....	.....	.....	.....	.....	.....
7	Naugluck,.....	2,024,697.45	297,086.57	.....	101,500.00	.....	.....	2,423,284.02	35,803.67
8	New England,.....	*25,585,610.22	2,182,561.45	1,333,000.00	.....	1,231,429.39	499,434.39	30,832,035.45	70,960.78
9	New Haven & Derby,...	1,559,391.10	200,675.62	.....	.....	.....	.....	1,760,066.72	93,432.61
10	N. H. & Northampton,...	5,731,586.62	850,430.62	21,000.00	.....	1,329.04	270,000.00	6,874,346.28	45,380.00
11	New London Northern,...	3,011,075.39	248,420.44	150,000.00	5,000.00	82,458.95	.....	3,496,954.78	24,884.92
12	N. Y., N. H. & Hartford,	45,905,216.97	5,261,793.72	13,781,792.16	8,211,500.00	3,471,307.54	8,727,529.92	85,359,140.31	140,895.67
13	Norwich & Worcester,...	3,210,986.42	179,750.67	500,000.00	12,892.08	100,599.82	450,869.65	4,455,098.64	48,533.65
14	Phila., Read. & N. Eng.,	15,814,445.03	527,460.91	900,063.00	.....	106,307.83	.....	17,348,276.77	274,556.33
15	Ridgefield & New York,	230,860.16	.....	.....	.....	.....	.....	230,860.16	7,253.19
16	Shepaug, Litch. & North,	605,118.78	45,421.27	.....	.....	58,440.78	3,588.20	712,569.03	18,745.93
17	Shore Line,.....	.....	.....	.....	.....	520.09	.....	520.09	23,674.00
18	South Manchester,.....	86,554.02	25,817.92	.....	.....	.....	2,873.64	115,245.58	38,468.45
Total,.....		\$ 117,550,814.19	12,133,727.14	16,729,179.66	8,646,145.45	5,054,019.69	9,979,716.63	170,093,602.76	78,772.10

\* On page No. 204 of this report the cost of construction and equipment of the New England Railroad Company is not shown separately for the reason that the cost of the property to that company is practically what it gave for the equity over and above the amount of the underlying mortgages of the New York & New England Railroad Co., which mortgages are shown as a separate item and not as a part of the cost of the road. However, soon after the New England Railroad Company obtained possession of the property a careful inventory and appraisal was made of its equipment, and its valuation placed at \$2,182,561.45. This amount has been deducted from the total cost of construction and equipment, as reported by the road, and separate accounts shown in above table.

TABLE VI — EARNINGS.

Number.	RAILROADS.	Gross.				Net.			
		39	40	41	42	43	44	45	46
		Total.	Total per last report.	Per mile of road operated.	Per mile run.	Total.	Total per last report.	Per mile of road operated.	Per mile run.
1	Boston & New York Air Line,*								
2	Colchester*								
3	Danbury & Norwalk,*								
4	Hartford & Connecticut Western,†								
5	Housatonic,*								
6	Meriden, Waterbury & Conn. R.,†								
7	Naugatuck*								
8	New England,	\$5,237,190.73	\$4,851,619.00	\$9,923.43	\$1.59215	\$1,239,317.64	\$1,287,085.70	\$2,348.26	.37676
9	New Haven & Derby,*								
10	New Haven & Northampton,*								
11	New London Northern,	768,571.58	713,329.44	7,685.71	1.46181	191,786.64	279,825.99	1,917.87	.36478
12	N. Y., N. H. & Hartford,	29,623,333.10	30,345,630.10	20,231.62	1.92929	9,580,075.56	9,208,403.51	6,542.83	.62393
13	Norwich & Worcester,								
14	Philadelphia, Reading & N. E.,	647,474.86	746,569.93	3,577.21	1.00165	195,177.84	200,674.25	1,078.33	.30194
15	Ridgely & New York,								
16	Shepaug, Litchfield & Northern,	66,767.38	78,352.22	1,746.47	.97512	11,153.60	17,789.30	.29175	.16290
17	Shore Line,*								
18	South Manchester,	9,932.18	11,030.52	4,414.30	.61557	¶ 979.15	¶ 2,065.62	¶ 43518	¶ .60685
	Total,	\$36,353,269.83	\$36,746,531.21	\$15,713.96	\$1.82673	\$11,217,511.28	\$10,993,778.75	\$4,848.49	.56392

\* Included in N. Y., N. H. &amp; H. R. R. Co.

† Included in P., R. &amp; N. E. R. R. Co.

‡ Not operated.

§ Included in N. E. R. R. Co.

¶ Projected road.

¶ Deficit.



TABLE VII.

Number.	RAILROADS.	DIVIDENDS.						
		47	48	49	50	51	52	53
		Total amount paid.	Total per last report.	Capital Stock on which dividends were paid.	Capital stock on which no dividends were paid.	Paid for taxes.	Paid for interest.	Paid for insurance.
1	Boston & New York Air Line,.	\$119,940.00	119,940.00	\$2,998,500.00	\$877,600.88		\$25,000.00	
2	Colechester.....				25,000.00		1,750.00	
3	Danbury & Norwalk,.....	30,000.00	30,000.00	600,000.00			33,500.00	
4	Hartford & Conn. Western,.....	26,298.00	54,040.00	1,314,900.00	1,390,100.00		35,000.00	
5	Housatonic,.....	28,758.00	28,758.00	2,875,800.00	23,000.00		149,000.00	
6	Mer., Waterbury & Conn. R.,							
7	Naugatuck,.....	200,000.00	200,000.00	2,000,000.00			6,000.00	
8	New England,.....				25,000,000.00	263,216.99 }	*200,125.00 }	\$27,120.22 }
9	New Haven & Derby,.....	17,880.00	17,880.00	447,000.00			73,300.00	
10	New Haven & Northampton, ..	98,400.00	73,800.00	2,460,000.00			233,000.00	
11	New London Northern,.....	135,000.00	135,000.00	1,500,000.00		32,451.71	68,130.00	1,916.16
12	N. Y., N. H. & Hartford,.....	3,803,516.00	3,608,542.00	47,612,200.00		1,647,744.14	202,000.00	24,971.65
13	Norwich & Worcester,.....	221,536.00	221,536.00	2,769,200.00	6,600.00		15,000.00	
14	Phila., Reading & N. E.,.....				6,600,000.00	35,600.00		2,274.22
15	Ridgefield & New York,.....				251,800.00			
16	Shepaug, Litchfield & North, ..				599,850.00	594.65		
17	Shore Line,.....	75,000.00	72,500.00	1,000,000.00		17,000.00	9,000.00	
18	South Manchester,.....				40,000.00	330.74		42.68
	Total,.....	\$4,756,328.00	\$4,561,996.00	\$65,577,600.00	\$34,813,950.88	\$1,996,938.23	\$1,744,095.00	\$56,324.93

\* Interest on \$5,000,000.00 funded debt.

† Interest on \$11,500,000.00 mortgages of the New York &amp; New England Railroad Company.

TABLE VIII.—OPERATING EXPENSES.

Number.	RAILROADS.	54 Maintenance of way and structures.	55 Maintenance of equipment.	56 Conducting transportation.	57 General expenses.	58 Total.	59 Total miles operated.	60 Per mile of road operated.	61 Per mile run.
1	Boston & New York Air Line,*								
2	Colchester,*								
3	Danbury & Norwalk,*								
4	Hartford & Conn. Western,†								
5	Housatonic,*								
6	Meriden, Waterbury & C. R.,†								
7	Naugatuck,*								
8	New England,.....	\$759,268.70	\$601,025.00	\$2,441,815.09	\$195,763.70	\$3,997,873.09	\$527.76	\$7,575.17	1.21539
9	New Haven & Derby,*								
10	New Haven & Northampton,*								
11	New London Northern,....	102,365.44	43,440.38	406,443.49	24,555.63	576,784.94	100.00	5,767.84	1.09703
12	New York, New Haven & H.,	3,526,973.81	3,324,106.09	12,414,486.60	777,691.04	20,043,257.54	1,464.21	13,688.79	1.30536
13	Norwich & Worcester,§								
14	Phila., Reading & N. E.,...	99,500.76	50,375.18	264,808.95	37,612.13	452,297.02	181.00	2,498.88	0.69971
15	Ridgefield & New York,								
16	Shepaug, Litchfield & N.,...	26,528.73	5,388.81	20,035.59	3,660.65	55,613.78	38.23	1,454.72	0.81222
17	Shore Line,*								
18	South Manchester,.....	2,870.16	230.95	6,531.90	1,278.32	10,911.33	2.25	4,849.48	0.67625
	Total,.....	\$4,517,507.60	\$4,024,566.41	\$15,554,122.22	\$1,040,541.47	\$25,136,737.70	\$2,313.45	\$10,865.47	1.26311

\* Included in N. Y., N. H. &amp; H. R. R. Co. † Included in P., R. &amp; N. E. R. R. Co. ‡ Not operated. § Included in N. E. R. R. Co. || Projected road.

TABLE IX. — MAINTENANCE OF WAY AND STRUCTURES.

Number.	RAILROADS.	62	63	64	65	66	67	68	69	70	71	72	73	74
		Repairs of roadway.	Repairs of rails.	Repairs of ties.	Repairs and re-newsals of bridges and culverts.	Repairs and re-newsals of fences, road, crossings, signs, and cattle guards.	Repairs and re-newsals of b'ldings and fixtures.	Repairs and re-newsals of d'cks and whar's.	Rep'rs and re-newsals of tele-graph.	Stati'n-ery and int'g.	Other ex-penses.	Total.	Per mile operated.	Per mile run.
1	Boston & New York Air Line,*													
2	Colchester,*													
3	Danbury & Norwalk,*													
4	Hartford & Connecticut Western,†													
5	Housatonic,*													
6	Meriden, Waterbury & Conn. River,†													
7	Naugatuck,*	359,478.31	81,273.06	145,776.14	58,494.82	25,595.78	59,599.73	13,452.12	277.84	376.34	14,944.36	759,268.70	1,438.66	0.931
8	New England,*													
9	New Haven & Derby,*													
10	New Haven & Northampton,*													
11	New London Northern,*	40,222.44	8,832.17	26,615.83	10,876.41	2,384.14	6,506.88	1,682.26	28.67	36.06	5,180.58	102,365.41	1,023.65	0.133
12	New York, New Haven & Hartford,	1,891,470.80	367,484.36	412,239.73	325,651.43	102,338.60	371,671.00	44,612.41	5,800.86	5,015.90	683.72	3,526,973.81	2,408.78	0.230
13	Norwich & Worcester,§													
14	Philadelphia, Reading & New England,	52,612.12		21,310.15	15,896.99	1,250.27	6,971.80				1,459.43	99,500.76	549.73	0.154
15	Ridgely & New York,													
16	Shenpaug, Litchfield & Northern,	17,874.08	69.42	5,211.33	1,386.15	1,253.88	721.17		12.70			26,528.78	693.92	0.387
17	Shore Line,*													
18	South Manchester,	1,731.43	255.00	252.00	329.93	180.60	71.20				50.00	2,870.16	1,276.63	0.178
	Total.....	\$2,362,389.18	457,914.01	611,405.18	412,638.73	133,003.27	415,541.78	59,746.79	6,120.07	5,428.30	22,320.29	4,517,507.60	1,952.72	0.227

\* Included in N. Y. N. H. & H. R. R. Co.

† Included in P. R. & N. E. R. R. Co.

‡ Not operated.

§ Included in N. E. R. R. Co.

|| Projected road.

Projected road.

§ Included in N. E. R. R. Co.

† Not operated.

‡ Included in P. &amp; N. E. R. R. Co.

\* Included in N. Y., N. H. &amp; H. R. R. Co.



TABLE X. — MAINTENANCE OF EQUIPMENT.

Number.	RAILROADS.	75	76	77	78	79	80	81	82	83	84	85	86
		Superin- tendence.	Repairs and renewals of loco- motives.	Repairs and renewals of passenger cars.	Repairs and renewals of freight cars.	Repairs and renewals of work cars.	Repairs and renewals of marine equip- ment.	Repairs and renewals of shop machinery and tools.	Station- ery and printing.	Other expenses.	Total.	Per mile operated.	Per mile run.
1	Boston & N.Y. Air Line.*												
2	Colechester.*												
3	Danbury & Norwalk.*												
4	Hartford & Conn. W.*†												
5	Housatonic.*												
6	M., W. & Conn. River.*†												
7	Naugatuck.*												
8	New England, Derby.*	\$21,768.33	\$219,393.03	\$104,600.56	\$205,151.93	\$5,583.10	\$7,812.48	\$21,623.30	\$493.33	\$15,198.94	\$601,025.00	\$1,138.82	0.183
9	New Haven & Derby.*												
10	N. H. & Northampton.*												
11	New London Northern, N. Y., N. H. & H.,	4,315.26	18,467.13	6,343.30	11,220.96			2,109.26	50.30	934.07	42,440.38	434.40	0.057
12	N. Y., N. H. & H.,	82,216.05	1,178,165.77	1,050,082.51	561,531.66	30,613.98	167,955.87	80,796.13	5,871.16	166,872.96	3,324,106.03	2,270.24	0.216
13	Norwich & Worcester, N. Y., N. H. & H.,												
14	Phila., Reading & N. E.,												
15	Ridgefield & New York, N. Y., N. H. & H.,												
16	Shepaug, Litch'd & N. Y.,	1,221.12	892.35	2,280.02	868.06			785.85			50,375.18	278.32	0.078
17	Shore Line.*							30.33		96.93	5,388.81	140.96	0.079
18	South Manchester, N. Y., N. H. & H.,		180.29	22.22							230.95	102.68	0.143
	Total.	\$108,920.86	\$1,446,235.89	\$1,169,402.73	\$738,150.50	\$36,197.88	\$175,768.35	\$105,351.06	\$6,414.79	\$183,135.15	\$4,024,566.41	\$1,739.63	\$0.202

\* Included in N. Y., N. H. &amp; H. R. R. Co. † Included in P., R. &amp; N. E. R. R. Co. ‡ Not operated. § Included in N. E. R. R. Co. || Projected road.

TABLE XI.—CONDUCTING TRANSPORTATION.

Number.	RAILROADS.	87	88	89	90	91	92	93	94	95	Telegraph and expenses.
1	Boston & New York Air Line,*										
2	Colchester,*										
3	Danbury & Norwalk,*										
4	Hartford & Connecticut Western,†										
5	Housatonic,*										
6	Meriden, Waterbury & Conn. River,†										
7	Naugatuck,*										
8	New England,	\$80,658.30	\$306,687.92	\$454,508.12	\$29,587.34	\$13,053.26	\$5,940.13	\$275,374.96	\$50,202.18	\$198,712.39	\$77,720.36
9	New Haven & Derby,*										
10	New Haven & Northampton,*										
11	New London Northern,	6,076.73	7,056.06	67,552.73	2,141.57						
12	New York, New Haven & Hartford,	233,006.97	1,692,533.15	1,904,350.33	144,479.31	77,848.25	2,541.88	79,484.06	10,155.28	5,837.69	6,255.90
13	Norwich & Worcester,§										
14	Phila., Reading & N. E.,										
15	Ridgfield & New York,	6,025.06	41,764.06	65,763.34	4,225.35	1,996.30		39,766.07	974.88	9,472.26	7,678.01
16	Shepaug, Litchfield & Northern,										
17	Shore Line,*		4,023.95	4,694.43	194.76						
18	South Manchester,		2,474.86	966.28		265.63					
	Total,	386,371.06	2,115,146.00	2,587,835.23	180,628.33	93,193.41	43,014.48	2,223,980.50	470,391.07	1,532,371.50	297,111.59

\* Included in N. Y., N. H. &amp; H. R. R. Co.

† Included in P., R. &amp; N. E. R. R. Co.

‡ Not operated.

§ Included in N. E. R. R. Co.

|| Projected road.

TABLE XI.—CONDUCTING TRANSPORTATION.—CONTINUED.

Number.	RAILROADS.	97	98	99	100	101	102	103	104	105	106
		Station service.	Station supplies.	Switching charges balance.	Car mileage balance.	Hire of equipment.	Loss and damage.	Injuries to persons.	Clearing wrecks.	Operating marine equipment.	Advertising.
1	Boston & New York Air Line,*										
2	Colchester,*										
3	Danbury & Norwalk,*										
4	Hartford & Conn. Western,†										
5	Housatonic,*										
6	Meriden, Waterbury & Conn. River,†										
7	Naugatuck,*										
8	New England,*	\$392,456.24	\$38,415.26		\$146,848.45	\$6,970.33	\$18,310.39	\$13,473.46	\$4,799.78	\$74,098.46	\$7,571.00
9	New Haven & Derby,*										
10	New Haven & Northampton,*										
11	New London Northern,*	132,036.29	7,376.41		6,190.78		1,101.47	5,347.09	1,303.91		1,122.30
12	New York, New Haven & Hartford,*	2,494,190.31	210,917.85	\$33,165.79	427,029.05		64,935.77	257,491.99	13,418.57	368,204.80	51,393.98
13	Norwich & Worcester,†										
14	Phila., Reading & New England,*	44,195.81	2,395.07		22,164.18		783.78	9,583.03	383.96		1,773.43
15	Ridgefield & New York,†										
16	Shenandoah, Litchfield & Northern,*	4,244.84	345.29				185.95	60.00	31.05		102.83
17	Shore Line,*										
18	South Manchester,*	36.00									
	Total,*	3,067,159.49	259,449.88	33,165.79	601,232.46	6,970.33	85,317.36	235,885.57	19,837.27	442,303.25	61,964.14

\* Included in N. Y., N. H. &amp; H. R. R. Co.; † Included in P., R. &amp; N. E. R. R. Co. ‡ Not operated. § Included in N. E. R. R. Co. || Projected road.



TABLE XI.—CONDUCTING TRANSPORTATION.—CONTINUED.

Number.	RAILROADS.	107	108	109	110	111	112	113	114
		Outside agencies.	Commissions.	Stock yards and elevators.	Rents for tracks, yards, and terminals.	Rents of buildings and other property.	Stationery and printing.	Other expenses.	Total.
1	Boston & New York Air Line,*								
2	Colchester,*								
3	Danbury & Norwalk,*								
4	Hartford & Connecticut Western,†								
5	Housatonic,*								
6	Meriden, Waterbury & Connecticut River,†								
7	Naugatuck,*								
8	New England,*	\$15,441.04	\$230.85	\$753.29	\$116,380.43	\$22,404.06	\$24,724.04	\$7,774.06	\$2,441,815.69
9	New Haven & Derby,*								
10	New Haven & Northampton,*								
11	New London Northern,*	5,057.89				20,355.43	4,724.67	1,069.56	406,443.49
12	New York New Haven & Hartford,	10,046.42			286,324.24	8,355.07	100,087.16	135,957.96	12,414,486.00
13	Norwich & Worcester,§								
14	Philadelphia, Reading & New England,				1,000.00	1,345.00	2,915.36		264,808.95
15	Ridgely & New York,								
16	Shenandoah & New York,								
17	Shore Line,*							431.08	20,035.59
18	South Manchester,								6,531.90
	Total,	30,548.35	230.85	753.29	403,710.67	52,759.56	132,557.50	145,293.26	15,554,122.22

\* Included in N. Y., N. H. &amp; H. R. R. Co. † Included in P., R. &amp; N. E. R. R. Co. ‡ Not operated. § Included in N. E. R. R. Co. || Projected road.

TABLE XII.—PASSENGER TRAFFIC.

Number.	RAILROADS.	TRANSPORTATION.			118 Average distance carried.	119 Total passenger revenue.	120 Average amount received from each passenger.	121 Average receipts per passenger per mile.	122 Passenger earnings per mile of road.	123 Passen- ger earn- ings per train mile.
		115 Passengers carried.	116 Same per last report.	117 Passengers carried one mile.						
1	Boston & New York Air Line,*									
2	Colchester*.....									
3	Danbury & Norwalk,*									
4	Hartford & Connecticut Western,†									
5	Housatonic,*									
6	Meriden, Waterbury & Conn. River,†									
7	Naugatuck*.....	7,078,092	6,883,198	84,749,948	11.97	\$1,671,803.70	\$0.23619	\$ .01973	\$3,020.34	\$1.05068
8	New England.....									
9	New Haven & Derby,*									
10	New Haven & Northampton,*									
11	New London & Northern.....	585,357	617,055	8,780,651	15.00	208,794.03	9.35700	.02380	2,391.74	0.92500
12	New York, New Haven & Hartford.....	41,599,570	43,970,932	756,540,942	18.19	13,618,243.83	0.32736	.01800	10,905.45	1.55802
13	Norwich & Worcester,§									
14	Philadelphia, Reading & New England.....	411,147	406,020	6,423,777	15.62	158,853.00	0.38637	.02473	1,253.19	.64865
15	Ridgfield & New York.....									
16	Shawang, Litchfield & Northern.....	30,600	29,251	752,432	24.59	24,022.76	0.78506	.03163	744.27	.69263
17	Shore Line,*.....	78,893	71,192	177,352	2.25	3,316.69	0.04208	.01870	1,522.66	.23983
18	South Manchester.....									
	Total.....	49,783,659	51,977,648	857,425,102	17.42	\$15,685,040.01	\$0.31506	\$0.01829	\$7,943.27	\$1.44344

\* Included in N. Y., N. H. &amp; H. R. R. Co. † Included in P., R. &amp; N. E. R. R. Co. ‡ Not operated. § Included in N. E. R. R. Co. || Projected road.

TABLE XIII. — FREIGHT TRAFFIC.

Number.	RAILROADS.	TRANSPORTATION.				127 Average distance haul of one ton.	128 Total freight revenue.	129 Average amount received for each ton of freight.	130 Average receipts per ton per mile.	131 Freight earnings per mile of road.	132 Freight earnings per train mile.
		124 Total tons carried.	125 Same per last report.	126 Tons carried one mile.							
1	Boston & New York Air Line,*										
2	Colchester*.....										
3	Danbury & Norwalk*.....										
4	Hartford & Connecticut Western,†										
5	Housatonic,*.....										
6	Meriden, Waterbury & Conn. River,†										
7	Naugatuck,*.....										
8	New England,.....	3,077,243	2,761,019	294,339,760	95.65	\$3,162,351.57	\$1.02762	\$0.01074	\$6,288.35	\$2,256.21	
9	New Haven & Derby*.....										
10	New Haven & Northampton,*.....										
11	New London Northern,.....	735,161	754,200	34,853,555	47.41	479,781.95	0.65260	.01376	4,797.82	1,735.00	
12	New York, New Haven & Hartford,.....	10,391,726	10,866,909	839,960,369	80.83	12,952,041.54	1.24349	.01538	9,110.86	2,636.09	
13	Norwich & Worcester,§.....										
14	Philadelphia, Reading & New England,.....	553,553	688,689	38,654,976	69.83	412,823.82	.74577	.01068	2,280.79	1,391.31	
15	Ridgfield & New York,  .....										
16	Shepaug, Litchfield & Northern,.....	34,304	46,557	741,618	21.62	38,142.22	1.11189	.05143	999.27	1,394.70	
17	Shore Line,*.....										
18	South Manchester,.....	23,864	25,432	53,094	2.35	6,506.19	.27364	.12117	2,891.64	3,173.75	
	Total,.....	14,815,851	15,142,806	1,208,603,972	81.58	17,021,547.29	\$1.14888	\$0.14083	\$7,606.07	\$2,505.52	

\* Included in N. Y., N. H. &amp; H. R. R. Co.

† Included in P., R. &amp; N. E. R. R. Co.

‡ Not operated.

§ Included in N. E. R. R. Co.

|| Projected road.



TABLE XIV.—FUEL FOR LOCOMOTIVES.

Number.	RAILROADS.	Coal.		Wood.		137	138	139
		133	134	135	136			
		Number of tons.	Average cost per ton.	Number of cords.	Average cost per cord.	Total tons fuel consumed.	Total miles run.	Average pounds consumed per mile.
1	Boston & New York Air Line, *	.....	.....	.....	.....	.....	.....	.....
2	Colechester, *	.....	.....	.....	.....	.....	.....	.....
3	Danbury & Norwalk, *	.....	.....	.....	.....	.....	.....	.....
4	Hartford & Connecticut Western, †	.....	.....	.....	.....	.....	.....	.....
5	Housatonic, *	.....	.....	.....	.....	.....	.....	.....
6	Meriden, Waterbury & Conn. River, †	.....	.....	.....	.....	.....	.....	.....
7	Naugatuck, *	.....	.....	.....	.....	.....	.....	.....
8	New England, .....	195,581.50	\$2.37	.....	.....	195,581.50	4,631,432	84.46
9	New Haven & Derby, *	.....	.....	.....	.....	.....	.....	.....
10	New Haven & Northampton, *	.....	.....	.....	.....	.....	.....	.....
11	New London Northern, .....	29,439.00	2.75	.....	.....	29,439.00	765,700	64.00
12	New York, New Haven & Hartford, ..	792,617.00	2.41	1,359.00	\$1.92	793,296.00	20,432,688	77.65
13	Norwich & Worcester, §	.....	.....	.....	.....	.....	.....	.....
14	Philadelphia, Reading & New England, ..	31,162.00	1.98	.....	.....	31,162.00	716,243	87.01
15	Ridgefield & New York, ¶	.....	.....	.....	.....	.....	.....	.....
16	Shepang, Litchfield & Northern, .....	1,856.08	2.44	19.32	1.00	1,856.74	80,851	46.15
17	Shore Line, *	.....	.....	.....	.....	.....	.....	.....
18	South Manchester, .....	243.00	4.00	.....	.....	243.00	16,135	30.12
	Total, .....	1,050,898.58	\$2.39	1,378.32	\$1.91	1,051,578.24	26,643,049	78.94

\* Included in N. Y., N. H. & H. R. R. Co.    † Included in P., R. & N. E. R. R. Co.    ‡ Not operated.    § Included in N. E. R. R. Co.    ¶ Projected road.

TABLE XV. — MILEAGE AND EMPLOYES.

Number.	RAILROADS.	140 Passenger trains.	141 Freight trains.	142 Other trains.	143 Total.	144 Total per last report.	145 Employees, including officers.	146 Same per last report.
1	Boston & New York Air Line, *							
2	Colchester, *							
3	Danbury & Norwalk, *							
4	Hartford & Connecticut Western, †							
5	Housatonic, *							
6	Meriden, Waterbury & Conn. River, †							
7	Naugatuck, *							
8	New England, .....	1,816,356	1,464,642	1,350,434	4,631,432	4,325,262	4,021	4,095
9	New Haven & Derby, *							
10	New Haven & Northampton, *							
11	New London Northern, .....	258,561	267,206	239,933	765,700	779,514	510	500
12	New York, New Haven & Hartford, ..	10,248,807	4,925,278	4,117,589	19,291,654	19,548,973	20,768	22,262
13	Norwich & Worcester, §							
14	Philadelphia, Reading & N. E., .....	349,691	296,716	69,826	716,243	872,765	454	545
15	Ridgefield & New York,							
16	Shepaug, Litchfield & Northern, .....	37,061	15,201	28,634	80,896	78,718	112	73
17	Shore Line, *							
18	South Manchester, .....	14,285	1,850		16,135	13,787	12	12
	Total, .....	12,724,761	6,970,893	5,806,406	25,502,060	25,619,019	25,877	27,487

\* Included in N. Y., N. H. &amp; H. R. R. Co. † Included in P., R. &amp; N. E. R. R. Co. ‡ Not operated. § Included in N. E. R. R. Co. || Projected road.

TABLE XVI. — EQUIPMENT.

Number.	RAILROADS.	LOCOMOTIVES.		CARS.				CARS WITH TRAIN BRAKE.		CARS WITH AUTOMATIC COUPLERS.	
		147	148	149	150	151	152	153	154	155	156
		Num- ber.	With train brake.	Passen- ger ser- vice.	Freight and other.	Total.	Total per last report.	In pas- senger ser- vice.	In freight service.	In pas- senger ser- vice.	In freight service.
1	Boston & New York Air Line,*										
2	Colchester,*										
3	Danbury & Norwalk,*										
4	Hartford & Connecticut Western,†										
5	Housatonic,*										
6	Meriden, Waterbury & Conn. River,†										
7	Naugatuck,*										
8	New England,...	199	156	267	3,800	4,067	4,883	267	738	267	994
9	New Haven & Derby,*										
10	New Haven & Northampton,*										
11	New London Northern,...	23	17	28	392	420	430	28		28	18
12	New York, New Haven & Hartford,...	710	624	1,559	12,320	13,879	15,577	1,559	6,584	1,529	9,446
13	Norwich & Worcester,§										
14	Phila., Reading & New England,...	37	37	26	547	573	584	26	25	26	128
15	Ridgefield & New York,										
16	Shepaug, Litchfield & Northern,...	4	4	6	37	43	48	5		5	4
17	Shore Line,*										
18	South Manchester,...	2	2	4		4	4	4		4	
	Total,.....	975	840	1,890	17,096	18,986	21,526	1,889	7,347	1,859	10,590

\* Included in N. Y., N. H. &amp; H. R. R. Co.

† Included in P., R. &amp; N. E. R. R. Co.

‡ Not operated.

§ Included in N. E. R. R. Co.

|| Projected road.



TABLE XVII.

Number.	RAILROADS.	STATIONS.			RAILS.		162 New ties laid during the year.	HIGHWAY GRADE CROSSINGS IN CON- NECTICUT.	
		157 On main line and branches.	158 In Conn.	159 Average num- ber of miles for each station in Conn.	160 Miles of steel.	161 Miles of iron.		163 At grade.	164 At grade per last report.
1	Boston & New York Air Line,.....	16	16	3.22	65.88	4.00	.....	45	46
2	Colchester,.....	1	1	3.59	3.80	.69	.....	2	2
3	Danbury & Norwalk,.....	17	17	1.78	46.21	3.26	.....	72	72
4	Hartford & Connecticut Western,*	.....	.....	.....	.....	.....	.....	70	70
5	Housatonic,.....	38	23	3.92	107.83	2.85	.....	116	121
6	Meriden, Waterbury & Connecticut River,	15	15	2.02	37.25	.....	.....	15	15
7	Naugatuck,.....	21	21	2.90	86.26	2.55	.....	52	52
8	New England,.....	202	77	3.84	672.45	74.74	263,143	232	232
9	New Haven & Derby,.....	6	6	2.78	25.25	.33	.....	13	13
10	New Haven & Northampton,.....	38	19	3.44	184.78	16.05	.....	79	79
11	New London Northern,.....	43	25	2.24	135.84	25.45	25,000	44	44
12	New York, New Haven & Hartford,.....	141	81	3.31	2,223.09	169.10	1,088,585	194	204
13	Norwich & Worcester,.....	26	16	3.06	80.73	12.46	.....	39	39
14	Philadelphia, Reading & New England,.....	71	30	2.24	213.35	13.00	59,195	*	.....
15	Ridgefield & New York,†	14	14	3.18	38.44	4.05	14,456	38	37
16	Shepaug, Litchfield & Northern,.....	22	22	2.25	.....	.....	.....	11	11
17	Shore Line,.....	1	1	2.25	3.45	1.13	1,200	3	3
18	South Manchester,.....	.....	.....	.....	.....	.....	.....	.....	.....
	Total,.....	672	384	2.63	3,924.61	329.66	1,451,579	1,015	1,030

\* See Hartford &amp; Connecticut Western. Included in P., R. &amp; N. E. R. Co.

† Projected road.

TABLE XVIII.—GENERAL PERCENTAGE.

Number.	RAILROADS.	165 Gross earnings to capital and debt.	166 Net earnings to capital and debt.	167 Net earnings to permanent investments.	168 Net earnings to gross earnings.	169 Operating expense to gross earnings.	170 Passenger revenue to gross earnings.	171 Freight revenue to gross earnings.
1	Boston & New York Air Line, . . . . .							
2	Colchester, . . . . .							
3	Danbury & Norwalk, . . . . .							
4	Hartford & Connecticut Western, . . . . .							
5	Housatonic, . . . . .							
6	Meriden, Waterbury & Conn. River, . . . . .							
7	Naugatuck, . . . . .							
8	New England, . . . . .	12.31	2.92	4.26	23.66	76.33	31.92	60.38
9	New Haven & Derby, . . . . .							
10	New Haven & Northampton, . . . . .							
11	New London Northern, . . . . .	25.59	6.38	5.62	24.95	75.04	27.16	62.42
12	New York, New Haven & Hartford, . . . . .	49.56	16.03	9.76	32.34	66.67	45.97	43.62
13	Norwich & Worcester, . . . . .							
14	Phila., Reading & New England, . . . . .	3.71	1.12	.95	30.14	69.85	24.53	63.76
15	Ridgefield & New York, . . . . .							
16	Shepaug, Litchfield & Northern, . . . . .	11.09	1.85	1.72	16.70	83.29	35.98	57.13
17	Shore Line, . . . . .			*	*	109.85	33.39	65.50
18	South Manchester, . . . . .	15.11	*	*	*			
	Total, . . . . .	23.69	7.31	7.23	30.85	69.14	43.15	46.82

\* Deficit in net earnings.

TABLE XIX. — ACCIDENTS IN CONNECTICUT RESULTING IN DEATH OR INJURY TO PERSONS.

Number.	GENERAL STATEMENT.						HIGHWAY CROSSINGS.		EMPLOYES.					PASSENGERS.		TRESPASSERS.		OTHERS.	
	172	173	174	175	176	177	178	179	180	Falling from trains or engines.	Coupling or uncoupling.	Overhead obstructions.	Other causes.	Fatal.	Not fatal.	Fatal.	Not fatal.	Fatal.	Not fatal.
1	Passengers.	Employees.	Trespassers.	Others.	Total.	Fatal.	Not fatal.	Fatal.	Not fatal.	Falling from trains or engines.	Coupling or uncoupling.	Overhead obstructions.	Other causes.	Fatal.	Not fatal.	Fatal.	Not fatal.	Fatal.	Not fatal.
2																			
3																			
4																			
5																			
6																			
7																			
8																			
9																			
10																			
11																			
12																			
13																			
14																			
15																			
16																			
17																			
18																			
Total.	29	220	156	21	424	124	302	7	20	44	70	15	91	1	28	89	67	7	14

## RAILROADS.



## COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	CAPITAL STOCK.				
		1893.	1894.	1895.	1896.	1897.
1	Boston & New York Air Line, .....	\$3,863,630.88	\$3,863,640.88	\$3,863,763.38	\$3,863,763.38	\$3,876,100.88
2	Colchester, .....	25,000.00	25,000.00	25,000.00	25,000.00	25,000.00
3	Danbury & Norwalk, .....	600,000.00	600,000.00	600,000.00	600,000.00	600,000.00
4	Hartford & Connecticut Western, .....	2,699,000.00	2,700,200.00	2,701,700.00	2,704,400.00	2,706,500.00
5	Housatonic, .....	2,898,900.00	2,898,900.00	2,898,800.00	2,898,800.00	2,898,800.00
6	Naugatuck, .....	2,000,000.00	2,000,000.00	2,000,000.00	2,000,000.00	2,000,000.00
7	New England, .....	23,817,600.00	23,817,600.00	23,817,600.00	25,000,000.00	25,000,000.00
8	New Haven & Derby, .....	447,000.00	447,000.00	447,000.00	447,000.00	447,000.00
9	New Haven & Northampton, .....	2,460,000.00	2,460,000.00	2,460,000.00	2,460,000.00	2,460,000.00
10	New London Northern, .....	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00
11	New York, New Haven & Hartford, .....	32,938,000.00	37,942,900.00	37,942,900.00	47,475,700.00	47,612,200.00
12	Norwich & Worcester, .....	2,772,200.00	2,775,800.00	2,775,800.00	2,775,800.00	2,775,800.00
13	Phila., Reading & New England, .....	6,600,000.00	6,600,000.00	6,600,000.00	6,600,000.00	6,600,000.00
14	Ridgefield & New York, .....	251,800.00	251,800.00	251,800.00	251,800.00	251,800.00
15	Shepaug, Litchfield & Northern, .....	600,000.00	600,000.00	600,000.00	600,000.00	599,850.00
16	Shore Line, .....	1,000,000.00	1,000,000.00	1,000,000.00	1,000,000.00	1,000,000.00
17	South Manchester, .....	40,000.00	40,000.00	40,000.00	40,000.00	40,000.00
	Total, .....	\$84,997,130.88	\$90,006,840.88	\$90,008,363.38	\$100,726,263.38	\$100,393,050.88

## COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	FUNDED DEBT.				
		1893.	1894.	1895.	1896.	1897.
1	Boston & New York Air Line, .....	\$500,000.00	\$500,000.00	\$500,000.00	\$500,000.00	\$500,000.00
2	Colchester, .....	25,000.00	25,000.00	25,000.00	25,000.00	25,000.00
3	Danbury & Norwalk, .....	650,000.00	650,000.00	650,000.00	650,000.00	650,000.00
4	Hartford & Connecticut Western, ....	700,000.00	700,000.00	700,000.00	700,000.00	700,000.00
5	Housatonic, .....	3,000,000.00	3,000,000.00	3,000,000.00	3,000,000.00	3,000,000.00
6	Naugatuck, .....	150,000.00	150,000.00	150,000.00	150,000.00	150,000.00
7	New England, .....	17,187,522.50	17,259,061.04	17,106,372.76	16,500,000.00	16,500,000.00
8	New Haven & Derby, .....	1,526,900.88	1,280,000.00	1,280,000.00	1,280,000.00	1,280,000.00
9	New Haven & Northampton, .....	3,900,000.00	3,900,000.00	3,900,000.00	3,900,000.00	3,900,000.00
10	New London Northern, .....	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00
11	New York, New Haven & Hartford, ..	4,300,000.00	4,300,000.00	4,300,000.00	4,300,000.00	4,500,000.00
12	Norwich & Worcester, .....	400,000.00	400,000.00	400,000.00	400,000.00	675,000.00
13	Phila., Reading & New England, ..	10,100,000.00	10,100,000.00	10,100,000.00	10,100,000.00	10,100,000.00
14	Ridgefield & New York, .....	.....	.....	.....	.....	.....
15	Shore Line, .....	200,000.00	200,000.00	200,000.90	200,000.00	.....
	Total, .....	\$44,589,423.38	\$44,414,061.04	\$44,261,372.76	\$43,660,000.00	\$43,480,000.00

## COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	FLOATING DEBT.				
		1893.	1894.	1895.	1896.	1897.
1	Danbury & Norwalk,.....	\$50,000.00	.....	.....	.....	.....
2	Hartford & Connecticut Western, .....	22,697.99	\$22,697.99	\$22,697.99	\$22,697.99	\$22,697.99
3	New England,.....	2,065,719.44	3,284,581.60	3,972,163.19	1,064,395.70	1,039,331.85
4	New London Northern,.....	2,293.67	1,730.17	2,354.09	3,017.84	3,340.34
5	New York, New Haven & Hartford, .....	4,244,955.34	5,194,018.25	7,169,618.70	9,678,186.58	7,662,556.26
6	Norwich & Worcester,.....	407,884.33	567,460.33	512,232.33	430,197.33	85,105.33
7	Phila., Reading & New England,.....	860,473.20	728,949.30	1,355,551.30	1,388,220.96	746,131.31
8	Shepaug, Litchfield & Northern,.....	5,965.67	4,409.65	5,329.33	2,613.58	2,390.07
9	Shore Line,.....	.....	1,000.00	1,000.00	.....	.....
10	South Manchester,.....	13,415.55	12,568.52	13,170.48	16,307.75	19,793.62
	Total,.....	\$7,673,405.19	\$9,839,915.81	\$13,087,807.41	\$12,600,637.73	\$9,581,346.77



## COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	PERMANENT INVESTMENTS.				
		1893.	1894.	1895.	1896.	1897.
1	Boston & New York Air Line,.....	\$4,604,322.56	\$4,606,939.56	\$4,609,492.16	\$4,610,526.77	\$4,622,861.27
2	Colchester,.....	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00
3	Danbury & Norwalk,.....	1,449,242.72	1,399,242.72	1,399,242.72	1,399,242.72	1,399,242.72
4	Hartford & Connecticut Western,.....	3,432,387.48	3,432,387.48	3,432,387.48	3,432,387.48	3,432,387.48
5	Housatonic,.....	6,963,663.38	6,963,663.38	6,963,663.38	6,963,663.38	6,963,663.38
6	Meriden, Waterbury & Conn. River,...	934,000.00	934,000.00	934,000.00	934,000.00	.....
7	Naugatuck,.....	2,423,284.02	2,423,284.02	2,423,284.02	2,423,284.02	2,423,284.02
8	New England,.....	40,337,272.19	40,349,915.62	40,553,255.27	30,005,000.00	29,101,171.67
9	New Haven & Derby,.....	2,006,967.60	1,760,066.72	1,760,066.72	1,760,066.72	1,760,066.72
10	New Haven & Northampton,.....	6,603,017.24	6,603,017.24	6,603,017.24	6,603,017.24	6,603,017.24
11	New London & Northern,.....	3,470,541.95	3,470,541.95	3,470,541.95	3,414,495.83	3,414,495.83
12	New York, New Haven & Hartford,...	46,887,794.36	56,092,878.92	61,903,962.60	78,026,007.16	73,160,302.85
13	Norwich & Worcester,.....	4,288,228.40	4,297,468.75	4,297,634.65	4,307,419.65	3,903,629.17
14	Phila., Reading & New England,.....	17,079,724.63	17,134,709.84	17,182,441.38	17,232,083.12	17,241,968.94
15	Ridgefield & New York,.....	220,860.16	220,860.16	220,860.16	220,860.16	220,860.16
16	Shepaug, Litchfield & Northern,.....	650,737.90	650,540.05	650,540.05	650,540.05	650,540.05
17	Shore Line,.....	1,169,496.10	1,169,496.10	1,169,496.10	1,169,496.10	.....
18	South Manchester,.....	106,622.67	106,655.92	109,705.27	109,705.27	112,371.94
Total,.....		\$142,678,163.36	\$151,665,668.43	\$157,733,571.15	\$163,311,795.67	\$155,059,866.44

## COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	TOTAL GROSS EARNINGS.				
		1893.	1894.	1895.	1896.	1897.
1	Boston & New York Air Line, *					
2	Colechester, *		*	*	*	*
3	Danbury & Norwalk, *	*	*	*	*	*
4	Hartford & Connecticut Valley, *		*	*	*	*
5	Housatonic, *	*	*	*	*	*
6	Naugatuck, *		*	*	*	*
7	New England, .....	\$6,413,061.55	\$5,393,895.56	\$5,867,026.75	\$4,851,619.00	\$5,237,190.73
8	New Haven & Derby, *	*	*	*	*	*
9	New Haven & Northampton, *		*	*	*	*
10	New London & Northern, .....	698,055.32	604,344.84	622,892.35	713,329.44	768,571.58
11	New York, New Haven & Hartford, ..	18,113,474.38	25,576,884.60	27,901,735.79	30,345,630.10	29,623,333.10
12	Norwich & Worcester, †		†	†	†	†
13	Phila., Reading & New England, ..	1,023,218.08	781,068.71	724,114.27	746,569.93	647,474.86
14	Ridgefield & New York, .....					
15	Shepaug, Litchfield & Northern, ..	69,474.16	73,226.24	75,444.23	78,352.22	66,767.38
16	Shore Line, *		*	*	*	*
17	South Manchester, .....	19,932.05	14,893.43	14,897.32	11,030.52	9,932.18
	Total, .....	\$26,337,215.54	\$32,444,313.38	\$35,206,110.71	\$36,746,531.21	\$36,353,269.83

\* Included in N. Y., N. H. &amp; H. R. R. Co.

† Includes 10 months for M., W. &amp; C. R. R. R. Co.

‡ Included in N. E. R. R. Co.

## COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	TOTAL OPERATING EXPENSES.				
		1893.	1894.	1895.	1896.	1897.
1	Boston & New York Air Line,*	*	*	*	*	*
2	Danbury & Norwalk,*	*	*	*	*	*
3	Hartford & Connecticut Valley,*	*	*	*	*	*
4	Housatonic,*	*	*	*	*	*
5	Naugatuck,*	*	*	*	*	*
6	New England,	\$4,512,288.52	\$4,115,011.38	\$4,029,924.48	\$3,564,533.30	\$3,997,873.09
7	New Haven & Derby,*	*	*	*	*	*
8	New Haven & Northampton,*	*	*	*	*	*
9	New London Northern,	482,854.41	412,681.62	412,452.66	433,503.45	576,784.94
10	New York, New Haven & Hartford,	12,405,934.27	17,932,709.48	19,064,027.77	21,137,226.59	20,043,257.54
11	Norwich & Worcester,†	†	†	†	†	†
12	Phila., Reading & New York,	988,862.44	768,381.14	522,452.57	545,895.68	452,297.02
13	Ridgefield & New York,	66,135.29	72,263.25	50,368.51	60,562.92	55,613.78
14	Shepaug, Litchfield & Northern,	*	*	*	*	*
15	Shore Line,*	17,892.30	14,473.69	12,667.57	13,096.14	10,911.33
16	South Manchester,					
	Total,	\$18,473,967.23	\$23,315,520.56	\$24,091,893.56	\$25,754,818.08	\$25,136,737.70

\* Included in N. Y., N. H. &amp; H. R. R. Co.

† Includes 10 months for M., W. &amp; C. R. R. Co.

\* Included in N. E. R. R. Co.



## COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	INCOME FROM PASSENGERS.				
		1893.	1894.	1895.	1896.	1897.
1	Boston & New York Air Line, *	*	*	*	*	*
2	Danbury & Norwalk, *	*	*	*	*	*
3	Hartford & Connecticut Valley, *	*	*	*	*	*
4	Housatonic, *	*	*	*	*	*
5	Naugatuck, *	\$2,120,224.03	\$1,871,186.67	\$1,814,809.00	†\$1,490,570.95	\$1,671,803.70
6	New England, .....	*	*	*	*	*
7	New Haven & Derby, *	*	*	*	*	*
8	New Haven & Northampton, *	*	*	*	*	*
9	New London Northern, .....	255,435.80	214,626.73	216,348.14	225,924.93	208,794.03
10	New York, New Haven & Hartford, .....	8,563,340.44	12,971,656.56	13,204,838.44	13,928,017.52	13,618,249.83
11	Norwich & Worcester, †	178,428.92	†	†	†	†
12	Phila., Reading & New England, .....	24,400.36	206,905.61	160,454.88	160,877.47	158,853.00
13	Ridgefield & New York, .....	*	24,542.56	26,104.19	25,909.26	24,022.76
14	Shepaug, Litchfield & Northern, .....	11,517.92	*	*	*	*
15	Shore Line, *	*	7,843.01	7,780.33	3,158.30	3,316.69
16	South Manchester, .....	*	*	*	*	*
	Total, .....	\$11,153,347.47	\$15,296,761.14	\$15,430,334.93	\$15,834,458.43	\$15,685,040.01

\* Included in N. Y., N. H. &amp; H. R. R. Co.

† Includes 10 months for M., W. &amp; C. R. R. R. Co.

† Included in N. E. R. R. Co.

## COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	INCOME FROM FREIGHT.				
		1893.	1894.	1895.	1896.	1897.
1	Boston & New York Air Line,*	*	*	*	*	*
2	Danbury & Norwalk,*	*	*	*	*	*
3	Hartford & Connecticut Valley,*	*	*	*	*	*
4	Housatonic,*	*	*	*	*	*
5	Naugatuck,*	*	*	*	*	*
6	New England,	\$3,805 674.61	\$3,125,554.27	\$3,573,378.07	\$2,999,588.72	\$3,162,351.57
7	New Haven & Derby,*	*	*	*	*	*
8	New Haven & Northampton,*	*	*	*	*	*
9	New London Northern,	415,559.81	357,555.95	374,831.29	405,143.29	479,781.95
10	New York, New Haven & Hartford,	7,825,106.99	10,091,082.33	11,896,035.21	13,296,584.14	12,922,041.54
1	Norwich & Worcester,†	†	†	†	†	†
2	Phila., Reading & New England,	818,845.26	527,374.22	505,229.09	494,914.86	412,823.82
13	Ridgefield & New York,	*	*	*	*	*
14	Shepaug, Litchfield & Northern	40,997.29	43,871.21	45,022.60	47,810.50	38,142.22
15	Shore Line,*	*	*	*	*	*
16	South Manchester,	8,285.23	6,927.12	6,984.99	7,755.92	6,506.19
	Total,	\$12,914,469.19	\$14,152,365.10	\$16,402,141.25	\$17,251,797.43	\$17,021,547.29

\* Included in N. Y., N. H. &amp; H. R. R. Co.

† Included in N. E. R. R. Co.

b Included 10 months for M., W. &amp; C. R. R. R. Co.

## COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	NUMBER OF PASSENGERS CARRIED.				
		1893.	1894.	1895.	1896.	1897.
1	Boston & New York Air Line,*	*	*	*	*	*
2	Colchester,*	*	*	*	*	*
3	Danbury & Norwalk,*	*	*	*	*	*
4	Hartford & Connecticut Valley,*	*	*	*	*	*
5	Housatonic,*	*	*	*	*	*
6	Naugatuck,*	*	*	*	*	*
7	New England,	9,124,510	8,146,122	8,237,869	6,883,198	7,078,092
8	New Haven & Derby,*	*	*	*	*	*
9	New Haven & Northampton,*	*	*	*	*	*
10	New London Northern,	698,620	615,349	597,316	617,055	585,357
11	New York, New Haven & Hartford,	23,187,894	44,448,324	43,838,676	43,973,932	41,599,670
12	Norwich & Worcester,†	†	†	†	†	†
13	Phila. Reading & New England,	398,135	427,274	371,653	406,030	411,147
14	Ridgefield & New York,	*	*	*	*	*
15	Shepaug, Litchfield & Northern,	32,440	29,042	30,084	29,251	30,600
16	Shore Line,*	*	*	*	*	*
17	South Manchester,	169,420	109,834	117,734	71,192	78,823
Total,		33,611,019	53,775,945	53,193,332	51,977,648	49,783,689

\* Included in N. Y., N. H. &amp; H. R. R. Co.

† Included in N. E. R. R. Co.

b Includes 10 months for M., W. &amp; C. R. R. Co.



## COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	TONS OF FREIGHT CARRIED.				
		1893.	1894.	1895.	1896.	1897.
1	Boston & New York Air Line, *	*	*	*	*	*
2	Danbury & Norwalk, *	*	*	*	*	*
3	Hartford & Connecticut Valley, *	*	*	*	*	*
4	Housatonic, *	*	*	*	*	*
5	Naugatuck, *	*	*	*	*	*
6	New England, .....	3,549,011	2,991,342	3,414,873	b 2,761,019	3,077,243
7	New Haven & Derby, *	*	*	*	*	*
8	New Haven & Northampton, *	*	*	*	*	*
9	New London Northern, .....	634,142	559,852	659,685	754,200	735,161
10	New York, New Haven & Hartford, ..	6,859,100	8,717,879	9,665,236	10,866,909	10,391,726
11	Norwich & Worcester, †	†	†	†	†	*
12	Phila., Reading & New England, .....	1,012,116	789,377	666,630	688,689	553,553
13	Ridgefield & New York, .....	*	*	*	*	*
14	Shepaug, Litchfield & Northern, .....	38,546	40,549	40,015	46,557	34,304
15	Shore Line, *	*	*	*	*	*
16	South Manchester, .....	28,825	23,651	23,173	25,432	23,864
Total, .....		12,121,740	13,122,650	14,469,612	15,142,806	14,815,851

\* Included in N. Y., N. H. &amp; H. R. R. Co.

† Included in N. E. R. R. Co.

b Includes 10 months for M., W. &amp; C. R. R. Co.

## COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	AMOUNT PAID IN DIVIDENDS.				
		1893.	1894.	1895.	1896.	1897.
1	Boston & New York Air Line, . . . . .	\$119,940.00	\$119,940.00	\$119,940.00	\$119,940.00	\$119,940.00
2	Danbury & Norwalk, . . . . .	30,000.00	30,000.00	30,000.00	30,000.00	30,000.00
3	Hartford & Connecticut Western, . . . . .	53,845.00	53,983.00	54,022.00	54,040.00	26,298.00
4	Housatonic, . . . . .	28,756.00	28,756.00	28,758.00	28,758.00	28,758.00
5	Naugatuck, . . . . .	200,000.00	200,000.00	200,000.00	200,000.00	200,000.00
6	New England, . . . . .	.....	.....	.....	.....	.....
7	New Haven & Derby, . . . . .	13,410.00	13,410.00	13,410.00	17,880.00	17,880.00
8	New Haven & Northampton, . . . . .	49,200.00	73,800.00	73,800.00	73,800.00	98,400.00
9	New London Northern, . . . . .	120,000.00	127,500.00	135,000.00	135,000.00	135,000.00
10	New York, New Haven & Hartford, . . . . .	2,945,535.00	3,631,292.50	3,794,290.00	3,608,542.00	3,803,516.00
11	Norwich & Worcester, . . . . .	216,232.00	231,392.00	221,536.00	221,536.00	221,536.00
12	Phila., Reading & New England, . . . . .	.....	.....	.....	.....	.....
13	Ridgefield & New York, . . . . .	.....	.....	.....	.....	.....
14	Shepaug, Litchfield & Northern, . . . . .	.....	.....	.....	.....	.....
15	Shore Line, . . . . .	80,000.00	72,500.00	72,500.00	72,500.00	75,000.00
16	South Manchester, . . . . .	.....	.....	.....	.....	.....
Total, . . . . .		\$3,856,918.00	\$4,572,573.50	\$4,743,256.00	\$4,561,996.00	\$4,756,328.00

## COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	AMOUNT PAID FOR INTEREST.				
		1893.	1894.	1895.	1896.	1897.
1	Boston & New York Air Line,.....	\$26,750.00	\$26,750.00	\$25,000.00	\$25,000.00	\$25,000.00
2	Colechester,.....	.....	.....	.....	1,750.00	1,750.00
3	Danbury & Norwalk,.....	33,500.00	33,500.00	33,500.00	33,500.00	33,500.00
4	Hartford & Connecticut Western,....	35,000.00	35,000.00	35,000.00	35,000.00	35,000.00
5	Housatonic,.....	149,000.00	149,000.00	149,000.00	149,000.00	149,000.00
6	Naugatuck,.....	6,000.00	6,000.00	6,000.00	6,000.00	6,000.00
7	New England,.....	1,093,571.66	426,650.50	101,100.00	250,125.00	893,425.00
8	New Haven & Derby,.....	88,114.05	73,300.00	73,300.00	73,300.00	73,300.00
9	New Haven & Northampton,.....	233,000.00	233,000.00	233,000.00	233,000.00	233,000.00
10	New London Northern,.....	68,120.00	68,120.00	68,120.00	68,120.00	68,120.00
11	New York, New Haven & Hartford, .	262,884.75	202,000.00	202,000.00	202,000.00	202,000.00
12	Norwich & Worcester,.....	24,380.00	24,000.00	24,000.00	24,000.00	15,000.00
13	Phila., Reading & New England, . .	244,141.58	.....	.....	.....	.....
14	Ridgefield & New York,.....	.....	.....	.....	.....	.....
15	Shepaug, Litchfield & Northern,.....	.....	.....	.....	.....	.....
16	Shore Line,.....	9,073.75	17,000.00	9,000.00	9,000.00	9,000.00
17	South Manchester,.....	.....	.....	.....	.....	.....
Total,.....		\$2,292,702.46	\$1,316,820.50	\$970,270.00	\$1,109,795.00	\$1,744,095.00



## COMPARATIVE STATEMENT FOR FIVE YEARS.

RAILROADS.		ACCIDENTS TO PASSENGERS IN CONNECTICUT.									
		1893.		1894.		1895.		1896.		1897.	
		Fatal.	Not Fatal.	Fatal.	Not Fatal.	Fatal.	Not Fatal.	Fatal.	Not Fatal.	Fatal.	Not Fatal.
Number.											
1	Boston & New York Air Line,*	1									
2	Colchester,*									*	
3	Danbury & Norwalk,*									*	
4	Hartford & Connecticut Valley,*									*	
5	Hartford & Connecticut Western,†									†	
6	Housatonic,*									*	
7	Naugatuck,*									*	
8	New England,			1	4		8	2	7		8
9	New Haven & Derby,*									*	
10	New Haven & Northampton,*									*	
11	New London Northern,	2									
12	New York, New Haven & Hartford,	4	10	1	5	3	14		5	1	19
13	Norwich & Worcester,†									†	
14	Philadelphia, Reading & New England,		3		1		1				
15	Ridgefield & New York,										
16	Shepaug, Litchfield & Northern,									*	
17	Shore Line,*										
18	South Manchester,										
	Total,	6	13	2	10	3	23	2	12	1	28

\* Included in N. Y., N. H. &amp; H. R. R. Co.

† Included in P., R. &amp; N. E. R. R. Co.

‡ Included in New England R. R. Co.

## SUMMARY OF TABLES REFERRING TO STEAM RAILROADS.

	1896	1897	INCREASE.	DECREASE.
Capital stock issued, . . . . .	\$100,726,263.28	\$100,393,050.88	.....	\$333,212.50
Capital stock in Connecticut, . . . . .	40,544,000.00	39,696,550.00	.....	847,450.00
Funded debt, . . . . .	43,660,000.00	43,480,000.00	.....	180,000.00
Current liabilities, . . . . .	12,600,637.73	9,581,346.77	.....	3,019,290.96
Total stock and debt, . . . . .	145,486,901.11	153,454,307.65	57,967,496.54	.....
Permanent investments, . . . . .	163,311,795.67	155,059,866.44	.....	8,251,929.23
Gross earnings, . . . . .	36,746,531.21	36,353,269.83	.....	393,261.38
Operating expenses, . . . . .	25,754,818.08	25,136,737.70	.....	618,080.38
Net earnings, . . . . .	10,993,778.75	11,217,511.28	223,732.53	.....
Paid for taxes, . . . . .	1,738,618.20	1,096,938.23	258,320.03	.....
Paid for interest, . . . . .	1,109,795.00	1,744,095.00	634,300.00	.....
Paid for dividends, . . . . .	4,561,996.00	4,756,328.00	194,332.00	.....
Income from passengers, . . . . .	15,834,453.43	15,685,940.01	.....	149,413.42
Income from freight, . . . . .	17,251,797.43	17,021,547.29	.....	230,250.14
Paid for maintenance of way and structure, . . . . .	4,619,146.51	4,517,507.69	.....	101,638.91
Paid for maintenance of equipment, . . . . .	4,490,664.82	4,024,566.41	.....	466,098.41
	Miles.	Miles.	Miles.	Miles.
Total length of main line and branches, . . . . .	2,316.59	2,317.42	.83	.....
Total of same in Connecticut, . . . . .	1,008.15	1,008.15	.....	.....
Total length of sidings, . . . . .	1,103.34	1,149.17	45.83	.....
Total of same in Connecticut, . . . . .	433.77	448.76	14.99	.....
Total second, third, and fourth tracks, . . . . .	759.56	787.68	28.12	.....
Total of same in Connecticut, . . . . .	313.20	327.81	14.61	.....
Run by passenger trains, . . . . .	12,364,702	12,724,761	360,059	.....
Run by freight trains, . . . . .	7,169,827	6,970,893	.....	198,934
Other trains, . . . . .	6,084,490	5,806,406	.....	278,084
Total run by all trains, . . . . .	25,619,019	25,502,060	.....	116,959
Total passenger mileage, . . . . .	881,151,271	857,425,102	.....	23,726,169
Total freight mileage, . . . . .	1,206,742,890	1,208,603,972	1,861.082	.....
Number of passengers carried, . . . . .	51,977,648	49,783,689	.....	2,193,959
Number of tons of freight carried, . . . . .	15,142,806	14,815,851	.....	326,955
Highway grade crossings in Connecticut, . . . . .	1,030	1,015	.....	15
Number of men employcd, . . . . .	27,487	25,877	.....	1,610
Number of engines, . . . . .	956	975	19	.....
Number of cars, . . . . .	21,526	18,986	.....	2,540
Passengers injured — fatal, . . . . .	2	1	.....	1
Passengers injured — not fatal, . . . . .	12	28	16	.....
Employees injured — fatal, . . . . .	37	27	.....	10
Employees injured — not fatal, . . . . .	217	193	.....	24
Trespassers injured — fatal, . . . . .	95	89	.....	6
Trespassers injured — not fatal, . . . . .	70	67	.....	3
Others injured — fatal, . . . . .	10	7	.....	3
Others injured — not fatal, . . . . .	11	14	3	.....
Injured at grade crossings — fatal, . . . . .	11	7	.....	4
Injured at grade crossings — not fatal, . . . . .	16	20	4	.....

TABLE No. 1.

Number.	STREET RAILROADS.	Location.	Length of road, exclu- sive of sidings.	Length of road, includ- ing sidings.	Motive power.	Capital authorized by charter.	Stock issued.	Bonds issued.	Floating indebted- ness.	Capital stock, bonds, and floating debt per mile of road operated, in- cluding sidings.
1	Bridgeport Traction Co.,	Bridgeport, S'lp't, F'r'd, and Straff'd,	48.60	49.80	Elect'y.	\$2,000,000.00	\$2,000,000.00	\$2,000,000.00	\$30,000.00	\$80,923.69
2	Bristol & Plainville Tram- way Co.,	Plainville, Br'th, Fort'e, and L. Com.,	7.37	7.63	"	1,000,000.00	100,000.00	125,000.00	10,000.00	30,451.61
3	Central Railway and Electric Co.,	N. Britain, Berlin, P'n'e, and New'n,	16.55	17.63	"	1,000,000.00	600,000.00	533,000.00	119,471.01	67,264.82
4	Danbury and Bethel Street R'y Co.,	Danbury and Bethel,	10.59	11.15	"	323,000.00	320,000.00	26,000.00	63,300.00	46,636.77
5	Derby Street Railway Co.,	Derby and Ansonia,	5.89	6.29	"	250,000.00	150,000.00	150,000.00	63,300.00	57,758.35
6	E. Hfd. & Glas'b'y H'se R.R. Co.,	East Hartford and Glastonbury,	8.36	8.63	"	300,000.00	116,700.00	100,000.00	900,000.00	25,133.21
7	Enfield & L'gm'w Elec. R'y Co.,	Thomp'u'e, Enfield, and W'h'se Pt.,	19.89	20.78	"	500,000.00	900,000.00	100,000.00	43,310.87	43,310.87
8	Fair Haven & Westville R.R. Co.,	N. Hav., W'tv'e, F. Hav., and M't'se, Hfd., Manch'r, Tal't'y'e, and Rocky'e,	12.63	12.93	"	1,500,000.00	300,000.00	300,000.00	38,669.76	38,669.76
9	Hfd., Man. & Rocky'e Tram. Co.,	Hfd., Wethers'd, W. Hfd. Windsor, So., Windsor, Rainbow, East Hfd.,	65.63	71.79	"	2,000,000.00	200,000.00	1,977,000.00	293,000.00	34,891.98
10	Hartford Street Railway Co.,	Burnside, S. Glast'n'b'y, and N'w'n,	9.70	10.50	"	1,000,000.00	247,500.00	273,000.00	21,574.80	52,149.98
11	Hfd. & W. Hfd. Horse R. R. Co.,	Unionville, Farming'n, and W. Hfd.,	17.00	17.50	"	1,000,000.00	1,000,000.00	500,000.00	105,000.00	91,714.29
12	Morden Electric Railroad Co.,	Meriden, Xalesville, and Wallingf'r'd,	4.25	4.75	"	150,000.00	75,000.00	90,000.00	2,600.00	35,984.21
13	Middletown Street Railway Co.,	Middletown,	7.76	7.91	"	700,000.00	300,000.00	365,000.00	27,500.00	84,072.06
14	N. Haven & Centerv'e St. R'y Co.,	New Haven and Hamden,	26.80	28.50	"	1,250,000.00	1,000,000.00	850,000.00	18,032.17	65,877.19
15	New Haven Street Railway Co.,	New Haven, E. Haven, Morris Cove, Westville, and Centerville,	6.96	7.18	"	500,000.00	247,500.00	110,000.00	38,000.00	52,302.54
16	Newington Tramway Co.,	New London,	7.52	7.78	"	500,000.00	100,000.00	110,000.00	23,000.00	31,876.61
17	New London Street Railway Co.,	New London,	17.52	19.59	"	850,000.00	287,000.00	375,000.00	28,000.00	33,792.75
18	Norfolk Street Railway Co.,	So. Norw'k, Norw'k, and Winnip'k,	11.91	12.46	"	600,000.00	250,000.00	245,000.00	23,000.00	43,178.17
19	Norwalk Tramway Co.,	So. Norwalk, E. Norwalk, Roton Pt., Rowayton, Daren, and Noroton,	2.80	3.20	"	100,000.00	60,000.00	245,000.00	23,000.00	28,125.00
20	Norwich Street Railway Co.,	Norwich,	2.50	2.63	"	75,000.00	75,000.00	30,000.00	23,000.00	28,625.95
21	Portland Street Railway Co.,	Derby and Shelton,	.79	.79	"	10,000.00	10,000.00	7,000.00	7,000.00	7,000.00
22	So. Man. L't, Power & Tram. Co.,	South Manchester and Manchester,	1.51	1.57	"	40,000.00	20,000.00	20,000.00	2,202.07	26,880.30
23	Southington & Plantv'e Tram. Co.,	Southington and Plantsville,	11.05	11.25	"	900,000.00	32,240.00	75,000.00	211,939.94	33,710.22
24	Stamford Street Railroad Co.,	Stamford,	12.18	14.00	"	1,000,000.00	600,000.00	600,000.00	20,000.00	87,142.85
25	Waterbury Traction Co.,	Waterbury and Nanganuck,	5.12	5.25	"	100,000.00	40,000.00	8,800.00	30,541.26	16,112.62
26	Westport & Saugatuck St. R'y Co.,	Westport and Saugatuck,	3.90	4.11	"	200,000.00	80,000.00	30,000.00	56,300.00	26,763.99
27	West Shore Railway Co.,	Savin Rock and Woodmont,	17.24	19.01	"	600,000.00	600,000.00	100,000.00	56,300.00	39,779.06
28	Winchester Avenue R. R. Co.,	New Haven and West Haven,	362.02	385.70	"	\$18,248,000.00	\$9,770,440.00	\$9,092,800.00	\$1,071,421.25	\$51,084.37
29	Total,									

<sup>1</sup> Operated by Hartford Street Railway Co.

<sup>2</sup> Report for three months from Sept. 30, 1896, to Dec. 31, 1896, when road was purchased and since operated by the Fair Haven & Westville Railroad Company.

<sup>3</sup> Owned and operated by Hartford Street Railway Co. and Central Railway and Electric Co.

<sup>4</sup> Report for eleven months ending Sept. 30, 1897.

<sup>5</sup> Leased to and operated by Winchester Avenue R. R. Co.



TABLE No. 2.

Number.	STREET RAILROADS.	Cost construction.	Cost equipment.	Cost of construction and equip. per mile of road.	Gross earnings.	Gross earnings per mile operated.	Gross earnings per mile run.	Operating expenses, operated.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.	Dividends.	Interest.
1	Bridgeport Traction Co.	\$3,607,147.31	\$229,324.97	\$78,039.68	\$311,471.48	\$6,412.99	\$0.1736	\$171,005.08	\$3,518.62	\$0.09472	\$140,666.40	\$20,000.00	\$84,150.00
2	Bristol & Plainville Tramway Co.	623,175.71	37,480.62	631,230.71	238,147.31	95,311.73	90.1867	730,115.30	34,086.20	70.14367	19,430.12	6,000.00	7,237.22
3	Central Railway & Electric Co.	1,150,937.35	121,605.37	676,894.44	791,458.75	95,533.79	90.1867	730,115.30	34,086.20	70.14367	19,430.12	6,000.00	7,237.22
4	Danbury & Bethel Street Ry. Co.	416,846.35	120,523.53	50,762.31	62,458.12	8,897.84	0.1382	35,086.63	3,369.81	0.10383	26,771.49	12,800.00	10,421.18
5	Derby Street Railway Co.	261,013.62	65,451.12	55,426.93	47,615.34	8,072.21	0.3113	30,470.76	5,173.30	0.13540	17,074.58		11,653.92
6	East Hfd. & Haverhill R. R. Co.	63,177.86	25,921.05	25,921.05	22,512.33	2,692.86	0.0953	16,612.74	1,987.17	0.07033	5,899.59		2,500.00
7	Eastfield & L'g Meadow Elec. Ry. Co.	216,700.90	135,493.47	30,634.88	309,634.88	15,570.38	0.1903	207,511.61	10,448.04	0.13199	101,883.24	60,000.00	21,236.59
8	Fair Haven & Westville R. R. Co.	587,291.40	72,655.57	72,655.57	64,817.11	8,791.59	0.1954	54,186.36	5,291.70	0.13164	10,630.15		10,171.12
9	Hartford, Man. & Rockville Tram. Co.	2,127,204.05	480,826.38	39,733.63	576,992.61	5,311.99	0.2147	388,641.38	4,290.34	0.17951	188,351.23	12,000.00	112,216.92
10	Hartford & W. Hfd. Horse Ry. Co.	474,684.36	98,559.51	58,169.47	42,088.93	4,339.06	0.1086	35,071.68	3,615.64	0.14082	7,017.25		4,742.22
11	Meriden Electric Railroad Co.	1,530,698.48	72,746.56	94,290.00	111,437.26	6,555.13	0.0533	89,897.39	5,288.08	0.14939	21,539.87		23,875.00
12	Middletown Street Railway Co.	140,579.37	525,040.37	68,259.69	13,766.43	5,086.56	0.2012	15,910.15	3,743.56	0.1810	5,707.74		293.15
13	New Haven & Centerville St. Ry. Co.	190,408.99	190,408.99	92,215.65	13,766.43	5,086.56	0.2012	15,910.15	3,743.56	0.1810	5,707.74		293.15
14	New Haven Street Railway Co.	1,742,881.00	153,031.72	70,713.00	210,119.33	7,810.27	0.1764	128,681.29	4,801.51	0.10801	81,437.94	25,000.00	41,571.39
15	Newington Tramway Co.	206,067.84	83,317.67	54,513.72	62,811.50	7,586.87	0.2463	31,391.95	4,510.34	0.14645	21,419.55	17,325.00	5,500.00
17	New London Street Railway Co.	169,791.13	60,229.44	30,587.84	50,833.65	6,739.79	0.2107	31,419.19	4,577.05	0.14248	16,414.16	6,000.00	8,454.16
18	Norwalk Tramway Co.	673,696.97	38,475.85	38,475.85	60,691.74	3,162.88	0.1464	30,868.35	2,275.39	0.06618	30,801.39		16,325.00
20	Norwich Street Railway Co.	447,193.84	93,357.72	45,367.82	70,002.01	6,675.23	0.3679	33,184.21	4,465.51	0.17920	26,317.83	12,500.00	13,330.00
21	Portland Street Railway Co.	73,648.60	12,825.00	31,383.22	6,653.12	2,161.87	0.1427	4,639.35	1,678.41	0.11081	1,363.57		712.30
22	Shelton Street Railway Co.	48,210.54	6,982.40	22,677.18	1,937.35	1,974.91		3,667.42	1,166.97		1,269.93		
23	So. Man. Light, Power & Tram. Co.	11,821.69	3,273.65	14,436.41	3,654.82	2,619.08	0.0914	31,778.74	2,287.58	0.07812	576.48		619.78
24	Southington & Plainville Tram. Co.	19,280.33	19,466.16	34,061.97	40,426.28	3,658.51	0.1433	31,778.74	2,287.58	0.11268	8,632.17		
25	Stamford Street Railroad Co.	356,918.62	55,069.90	47,272.37	145,114.11	11,911.13	0.0266	86,140.99	7,073.07	0.15842	58,061.12	24,000.00	31,103.26
26	Waterbury Traction Co.	68,017.58	68,017.58	15,133.45	7,716.37	1,311.79	0.1127	7,857.75	1,534.72		114.73 deficit	141.38	1,169.13
27	Westport & Saugatuck St. Ry. Co.	102,651.36	8,091.47	28,365.59	248,320.35	14,403.73	0.2182	133,534.26	7,745.61	0.13848	111,786.09	70,000.97	32,123.75
28	West Shore Railroad Co.	766,393.08	290,835.76	57,843.89	248,320.35	14,403.73	0.2182	133,534.26	7,745.61	0.13848	111,786.09	70,000.97	32,123.75
29	Winchester Avenue Railroad Co.												
Total,		\$17,639,215.98	\$2,816,990.51	\$54,829.03	\$2,626,227.57	\$7,354.37	\$0.1960	\$1,708,996.96	\$4,720.73	\$0.12755	\$2,051,553.68	\$245,635.97	\$65,926.29

\* Operated by the Hartford Street Railway Co.

† Report for three months from Sept. 30, 1896, when road was purchased and since operated by the Fair Haven &amp; Westville R. R. Co.

‡ Owned and operated by Hartford Street Railway Co. and Central Railway &amp; Electric Co.

§ Leased by Hartford, Manchester &amp; Rockville Tramway Co., and has no equipment.

|| Leased to and operated by Winchester Avenue Railroad Co.

¶ Includes cost per mile of construction, equipment, and electric light plant, as these companies claim to be unable to separate the accounts.

\* To this amount may be added \$23,571.40, earnings of electric light plant, making total gross earnings \$43,269.19.

† To this amount may be added \$62,598.14, earnings of electric light plant, making total gross earnings \$104,067.33.

‡ Calculation made after deducting earnings of electric light plant.

§ To this amount may be added \$13,153.89, cost of operation of electric light plant, making total operating expenses \$46,710.31.

|| To this amount may be added \$38,223.96, cost of operation of electric light plant, making total operating expenses \$104,084.15.

¶ Deduct deficit, \$141.38, leaves total net earnings of \$451,412.30.

TABLE No. 3.

	STREET RAILROADS.	Taxes paid.	Miles run.	Passengers carried.	Number of passengers per mile run.	Accidents.	
						Killed.	Injured.
1	Bridgeport Traction Co.,	17,521.40	1,805,412	5,922,033	3.28	1	49
2	Bristol & Plainville Tramway Co.,	1,924.40	209,621	786,019	3.75		6
3	Central Railway & Electric Co.,	6,731.77	883,871	2,071,339	5.40	1	7
4	Danbury & Bethel Street Railway Co.,	2,763.00	337,217	1,218,608	3.61		1
5	Derby Street Railway Co.,	2,375.16	225,035	973,060	4.32		6
6	East Hartford & Glastonbury Horse R. R. Co.,*						
7	Enfield & Long Meadow Electric Railway Co.,		236,195	446,857	1.89		3
8	Fair Haven & Westville Railroad Co.,	10,800.00	1,574,406	6,106,368	3.88	3	10
9	Hartford, Man. & Rockville Tramway Co.,	2,071.81	301,803	707,498	2.34		6
10	Hartford Street Railway Co.,	33,139.08	2,952,291	11,732,630	3.97	2	42
11	Hartford & W. Hartford H. R. R. Co.,	2,386.13	249,062	514,760	2.07		2
12	Meriden Electric Railroad Co.,	5,274.00	601,769	2,088,180	3.47		7
13	Middletown Street Railway Co.,	1,078.17	107,426	466,340	4.34		
14	New Haven & Centerville Street Ry. Co.,†	3,585.00	75,102	270,590			
15	New Haven Street Railway Co.,	10,185.00	1,191,365	4,393,729	3.69	2	11
16	Newington Tramway Co.,†						
17	New London Street Railway Co.,	2,891.45	214,347	1,135,588	5.30	1	2
18	Norwalk Street Railway Co.,	1,940.00	241,570	1,042,714	4.31		
19	Norwalk Tramway Co.,	3,486.00	414,530	1,370,495	3.31	1	3
20	Norwich Street Railway Co.,	4,500.00	296,784	1,852,872	6.24		4
21	Portland Street Railway Co.,§		42,409	138,415	3.26		
22	Shelton Street Railway Co.,		no record kept	no record kept		1	
23	So. Man. Light, Power & Tramway Co.,						
24	Southington & Plantsville Tramway Co.,	166.32	43,249	77,721	1.80		
25	Stamford Street Railroad Co.,	1,000.00	282,147	830,338	2.94	1	2
26	Waterbury Traction Co.,	6,181.84	543,824	3,068,524	5.64	1	9
27	Westport & Saugatuck Street Railway Co.,	452.30	68,491	169,952	2.48		4
28	West Shore Street Railway Co.,						
29	Winchester Avenue Railroad Co.,	12,484.64	1,000,379	5,361,727	5.36		8
Total,		\$132,937.47	13,398,305	52,746,357	3.94	14	182

\* Operated by Hartford Street Railway Co. † Report for 3 months from Sept. 30, 1896, when road was purchased, and since operated by Fair Haven Westville Railroad Co. ‡ Owned and operated by the Hartford Street Railway Co. and Central Railway & Electric Co. § Report for 11 months, ending Sept. 13, 1897. || Leased by Hartford, Manchester & Rockville Tramway Co. ¶ Leased to and operated by Winchester Avenue Railroad Co.

## SUMMARY OF TABLES REFERRING TO STREET RAILWAYS

	1896	1897	Increase.	Decrease
Capital stock issued, . . . . .	\$9,221,740.00	\$9,770,440.00	\$548,700.00	
Bonds issued, . . . . .	8,630,100.00	9,092,800.00	462,700.00	
Floating indebtedness, . . . . .	849,255.80	1,071,421.25	222,165.45	
Cost of construction and equipment, . . . . .	18,585,261.37	19,849,206.52	1,263,945.15	
Gross earnings, . . . . .	2,589,619.44	2,626,227.57	36,608.13	
Operating expenses, . . . . .	1,704,724.57	1,708,996.96	4,272.39	
Net earnings, . . . . .	885,121.93	951,412.30	66,290.37	
Dividends, . . . . .	221,119.62	265,625.97	44,506.35	
Interest paid, . . . . .	417,059.81	468,326.29	51,266.48	
Taxes paid, . . . . .	128,131.39	132,937.47	4,806.08	
	Miles.	Miles.		
Length of road exclusive of sidings, . . . . .	329.34	362.02	32.68	
“ “ “ including sidings, . . . . .	351.02	385.70	33.78	
Miles run, . . . . .	12,597,085	13,398,305	801,220	
Passengers carried, . . . . .	52,789,791	52,746,357		43,434
Number of employes, . . . . .	1,795	1,967	172	
Number of persons injured fatally, . . . . .	20	14		6
“ “ “ “ not fatally, . . . . .	270	182		88



*Names of Railroad Commissioners, Commencement of Term, and Residence.*

Zaccheus W. Bissell,*	Sharon,	1853	
Moses B. Harvey,*	Stafford,	1853	
John Stewart,*	Chatham,	1853	resigned.
James N. Palmer,*	New Haven,	1854	to fill vacancy.
John Gould,*	Fairfield,	1854	
John S. Jewett,*	Sharon,	1855	
Henry Hammond,*	Killingly,	1856	
Patten Fitch,*	Bolton,	1857	
John Gould,*	Fairfield,	1858	
George D. Wadhams,*	Torrington,	1859	
Henry Hammond,*	Killingly,	1860	
Joseph W. Dudley,*	Madison,	1861	
John J. Jacques,*	Waterbury,	1862	to fill vacancy.
Abel Scranton,*	Madison,	1862	
Samuel Fitch,*	Stafford,	1863	
Abel Scranton,*	Madison,	1864	
William A. Cummings,*	Darien,	1865	
Samuel Fitch,*	Stafford,	1866	
Albert Austin,*	Suffield,	1867	
James Pike,*	Sterling,	1868	
Charles H. Denison,	Stonington,	1869	resigned.
Simeon Gallup,*	Groton,	1870	to fill vacancy.
John I. Hutchinson,	Essex,	1870	
James Pike,*	Sterling,	1871	resigned.
Simeon Gallup,*	Groton,	1872	to fill vacancy.
Andrew Northrop,*	Brookfield,	1872	
Charles W. Scott,*	Sprague,	1873	to fill vacancy.
George W. Arnold,*	Haddam,	1873	
George M. Woodruff,	Litchfield,	1874	
Minott A. Osborn,*	New Haven,	1875	
George W. Arnold,*	Haddam,	1876	
George M. Woodruff,	Litchfield,	1877	
John W. Bacon,	Danbury,	1877	to fill vacancy.
John W. Bacon,	Danbury,	1878	
Francis A. Walker,*	New Haven,	1879	resigned Nov.
William H. Hayward,	Colchester,	1880	to fill vacancy.
George M. Woodruff,	Litchfield,	1880	
John W. Bacon,	Danbury,	1881	
William H. Hayward,	Colchester,	1882	
George M. Woodruff,	Litchfield,	1883	
John W. Bacon,	Danbury,	1884	
William H. Hayward,	Colchester,	1885	
George M. Woodruff,	Litchfield,	1886	
William O. Seymour,	Ridgefield,	1887	
George M. Woodruff,	Litchfield,	1889	
William H. Hayward,	Colchester,	1889	
William O. Seymour,	Ridgefield,	1891	
George M. Woodruff,	Litchfield,	1893	
Alex. C. Robertson,	Montville,	1893	
William O. Seymour,	Ridgefield,	1895	
Orsamus R. Fyler,	Torrington,	1897	
Washington F. Willcox,	Deep River,	1897	

Clerk, .....HENRY F. BILLINGS,

HARTFORD, CONN.

OFFICE, Nos. 41 and 43 State Capitol, Hartford.

\* Deceased.

# CONTENTS OF TABLES.

## STEAM RAILROADS.

- 1 Names of roads and branches.
- 2 Date when chartered.
- 3 " " opened for use.
- 4 Location of road.
- 5 Length of main line and branches.
- 6 " " double track.
- 7 " " third track.
- 8 " " fourth track.
- 9 " " sidings.
- 10 " " road, single track, miles.

## CAPITAL STOCK.

- 11 Total amount authorized.
- 12 " " issued for cash.
- 13 " " " bonds.
- 14 " " " stocks of other corporations.
- 15 " " " undivided earnings.
- 16 " " " increased valuation.
- 17 " " issued otherwise.
- 18 " " " "
- 19 " " " per last report.
- 20 " " " " mile of road.
- 21 " " held in Connecticut.
- 22 " " " " per last report.
- 23 " number of stockholders in Connecticut.
- 24 " " " " " " per last report.

## DEBT.

- 25 Amount of funded debt.
- 26 Current liabilities.
- 27 Total debt.
- 28 " " per last report.
- 29 Funded debt per mile of road.
- 30 Total stock and debt.

## PROPERTY ACCOUNT.

- 31 Cost of road.
- 32 " equipment.
- 33 Bonds and stocks.

34 Other permanent investments.

35 Cash and current assets.

36 Other assets.

37 Total.

38 Cost of road per mile.

#### GROSS EARNINGS.

39 Total.

40 " per last report.

41 " " mile of road operated.

42 " " " run.

#### NET EARNINGS.

43 Total.

44 " per last report.

45 " " mile of road operated.

46 " " " run.

#### DIVIDENDS.

47 Total amount paid.

48 " " " per last report.

49 Capital stock on which dividends were paid.

50 " " " no dividends were paid.

51 Paid for taxes.

52 " interest.

53 " insurance.

#### OPERATING EXPENSES.

54 Maintenance of way and structures.

55 " " equipment.

56 Conducting transportation.

57 General expenses.

58 Total.

59 " miles operated.

60 " per mile of road operated.

61 " " " run.

#### MAINTENANCE OF WAY AND STRUCTURES.

62 Repairs of roadway.

63 Renewals of rails.

64 " " ties.

65 Repairs and renewals of bridges and culverts.

66 " " " " fences, road-crossings, signs, and cattle-guards.

67 " " " " buildings and fixtures.

68 " " " " docks and wharves.

69 " " " " telegraph.

70 Stationery and printing.

71 Other expenses.

72 Total.

73 Per mile of road operated.

74 " " run.



## MAINTENANCE OF EQUIPMENT.

75	Superintendence.
76	Repairs and renewals of locomotives.
77	“ “ “ passenger cars.
78	“ “ “ freight cars.
79	“ “ “ work cars.
80	“ “ “ marine equipment.
81	“ “ “ shop machinery, tools, etc.
82	Stationery and printing.
83	Other expenses.
84	Total.
85	Per mile of road operated.
86	“ “ run.

## CONDUCTING TRANSPORTATION.

87	Superintendence.
88	Engine and round-house men.
89	Fuel for locomotives.
90	Water supply for locomotives.
91	Oils, tallow, and waste for locomotives.
92	Other supplies for locomotives.
93	Train service.
94	Train supplies and expenses.
95	Switchmen, flagmen, and watchmen.
96	Telegraph expenses.
97	Station service.
98	“ supplies.
99	Switching charges balance.
100	Car mileage balance.
101	Hire of equipment.
102	Loss and damage.
103	Injuries to persons.
104	Clearing wrecks.
105	Operating marine equipment.
106	Advertising.
107	Outside agencies.
108	Commissions.
109	Stock yards and elevators.
110	Rents for tracks, yards, and terminals.
111	“ of buildings and other property.
112	Stationery and printing.
113	Other expenses.
114	Total.

## PASSENGER TRAFFIC.

115	Number of passengers carried.
116	“ “ per last report.
117	“ “ one mile.
118	Average distance carried.
119	Total passenger revenue.
120	Average amount received from each passenger.

- 121 Average receipts per passenger per mile.  
 122 Passenger earnings per mile of road.  
 123 " " " train mile.

## FREIGHT TRAFFIC.

- 124 Tons of freight carried.  
 125 " " per last report.  
 126 " " one mile.  
 127 Average distance haul of one ton.  
 128 Total freight revenue.  
 129 Average amount received for each ton of freight.  
 130 " receipts per ton per mile.  
 131 Freight earnings per mile of road.  
 132 " " " train mile.

## FUEL FOR LOCOMOTIVES.

- 133 Number of tons of coal.  
 134 Average cost per ton.  
 135 Number of cords of wood.  
 136 Average cost per cord.  
 137 Total tons of fuel consumed.  
 138 " miles run.  
 139 Average pounds consumed per mile run.

## MILEAGE AND EMPLOYES.

- 140 Miles runs by passenger trains.  
 141 " " freight "  
 142 " " other "  
 143 Total.  
 144 " per last report.  
 145 Number employes, including officers.  
 146 " " " " per last report.

## EQUIPMENT.

- 147 Number of locomotives.  
 148 " " " with train brake.  
 149 " " cars in passenger service.  
 150 " " freight and other cars.  
 151 Total.  
 152 " per last report.  
 153 Passenger cars with train brake.  
 154 Freight " " " "  
 155 Passenger cars with automatic couplers.  
 156 Freight " " " "

## STATIONS.

- 157 On main line and branches.  
 158 In Connecticut.  
 159 Average number of miles for each station in Connecticut.

## RAILS.

- 160 Miles of steel.  
 161 " of iron.  
 162 Number of new ties laid during the year.

## HIGHWAY CROSSINGS IN CONNECTICUT.

- 163 At grade.  
 164 " per last report.

## GENERAL PERCENTAGE.

- 165 Gross earnings to capital and debt.  
 166 Net " " " "  
 167 " " " permanent investments.  
 168 " " " gross earnings.  
 169 Operating expenses to gross earnings.  
 170 Passenger revenue " " "  
 171 Freight " " " "

## ACCIDENTS IN CONNECTICUT.

- 172 Passengers.  
 173 Employes.  
 174 Trespassers.  
 175 Others.  
 176 Total.  
 177 Fatal.  
 178 Not fatal.  
 179 At highway crossings — fatal.  
 180 " " " — not fatal.  
 181 Employes injured by falling from engine or car.  
 182 " " " coupling or uncoupling car.  
 183 " " " overhead obstructions.  
 184 " " " other causes.  
 185 " " fatally.  
 186 " " not fatally.  
 187 Passengers " fatally.  
 188 " " not fatally.  
 189 Trespassers " fatally.  
 190 " " not fatally.  
 191 Others " fatally.  
 192 " " not fatally.

## STREET RAILWAY TABLES.

- Table, No. 1, page 154\*.  
 " " 2, " 155\*.  
 " " 3, " 156\*.  
 " summary of, " 157\*.





# RAILROAD RETURNS.





# BOSTON & NEW YORK AIR LINE R. R. CO.

## History.

Name of common carrier making this report? Boston & New York Air Line Railroad Company.

Date of organization? June 8, 1875.

Under laws of what Government, State, or Territory organized? Under the laws of the State of Connecticut. (Special Laws of Conn., vol. 7, p. 885; Conn. Special Acts, 1875, p. 178; Special Laws of Conn., vol. 8, pp. 17, 288; Conn. Special Acts, 1879, p. 137; Special Laws of Conn., vol. 9, p. 1009.)

If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Originally The New Haven, Middletown & Willimantic Railroad Company. (Special Laws of Conn., vol. 6, pp. 286, 329, 462, 577, 613, 652, 794, 807; Special Laws of Conn., vol. 7, pp. 2, 31, 145, 273, 543, 554, 555, 767; United States Statutes at large, vol. 15, p. 272; Special Acts of Conn., 1872, p. 190; 1874, p. 271; Conn. Public Acts, 1874, chap. LXIV; General Statutes of Conn., sec. 3820.)

What carrier operates the road of this company? The New York, New Haven & Hartford Railroad Company.

## Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
THOMAS L. WATSON,	Bridgeport, Conn.,	June, 1898.
SILAS F. LOOMER,	Willimantic, "	"
CHARLES P. CLARK,	New Haven, "	"
HENRY C. ROBINSON,	Hartford, "	"
LEVERETT BRAINARD,	" "	"
O. VINCENT COFFIN,	Middletown, "	"
JOHN M. HALL,	New Haven, "	"
WM. L. SQUIRE,	" "	"
E. HAYES TROWBRIDGE,	" "	"

Total number of stockholders at date of last election. 606.

Total number of stockholders at date of last election in Connecticut. Preferred, 293, 24,361 shares; common, 143, 7,627 shares.

Date of last meeting of stockholders for election of directors. June 1, 1897 (first Tuesday in June).

Post office address of general office. New Haven, Conn.

Post-office address of operating office. New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed. Wm. L. Squire, Treasurer, New Haven, Conn.

**Officers.**

Title.	Name.	Location of Office.
President,	JOHN M. HALL,	New Haven, Conn.
Vice-President,	E. HAYES TROWBRIDGE,	" "
Secretary,	WM. E. BARNETT,	" "
Treasurer,	WM. L. SQUIRE,	" "

**Property Leased or Otherwise Assigned for Operation.**

Name of railroad the income of which from lease, or from other assignment for operation, is included in the Income Account (p. 1 6) :

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From —	To —			
Boston & New York Air Line R. R. Co.	New Haven,	Willimantic.	New York, New Haven & Hartford R. R. Co.	Lease.	51.50

**Property Leased or Otherwise Controlled for Operation.**

The Boston & New York Air Line Railroad was leased to The New York, New Haven & Hartford Railroad Company for 99 years from October 1, 1882, at an annual rental of \$120,000 and interest on its bonds and the bonds of the Colchester Railway Company, the road of the latter company being leased to the Boston & New York Air Line Railroad Company, and included in lease of the Boston & New York Air Line Railroad to The New York, New Haven & Hartford Railroad Company.

**Capital Stock.**

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	10,000	\$100.00	\$1,000,000.00	\$865,100.00	.....	.....
Scrip,	.....	.....	.....	12,500.88	.....	.....
Preferred,	30,000	100.00	3,000,000.00	2,998,500.00	4 p. ct.	\$119,940
Total,	40,000	.....	\$4,000,000.00	\$3,876,100.88	.....	\$119,940

Capital Stock.—*Continued.*

Manner of Payment for Capital Stock.	Total number Shares issued and outstanding.	Total Cash realized
Preferred Stock issued for conversion of First Mortgage Bonds of New Haven, Middletown & Willimantic Railroad Company.	29,985	\$2,998 500.00
Common Stock issued for redeemed and unpaid coupons from bonds converted and in satisfaction of legal and equitable claims against The New Haven, Middletown & Willimantic Railroad Company.		865,100.00
Scrip.		12,500.88
Total.	29,985	\$3,876,100.88

## Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
First Mortg'ge,	Aug., 1880	Aug., 1905	\$500,000.00	\$500,000.00	\$500,000.00	\$500,000.00

## INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
5 per cent.	February 1 and August 1.	\$25,000.00	\$25,000.00

## Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mtge. Bds. (p. 155),	\$500,000.00	\$500,000.00	\$25,000.00	\$25,000.00



TABLE No. 3.

	STREET RAILROADS.	Taxes paid.	Miles run.	Passengers carried.	Number of passengers per mile run.	Number of employes.	ACCIDENTS.	
							Killed.	Injured.
1	Bridgeport Traction Co.,	17,521.40	1,805,412	5,922,033	3.28	200	1	49
2	Bristol & Plainville Tramway Co.,	1,924.40	209,621	786,019	3.75	30		6
3	Central Railway & Electric Co.,	6,731.77	383,871	2,071,339	5.40	95	1	7
4	Danbury & Bethel Street Railway Co.,	2,763.00	337,217	1,218,608	3.61	45		1
5	Derby Street Railway Co.,	2,375.16	225,035	973,060	4.32	22		6
6	East Hartford & Glastonbury Horse R. R. Co.,*							
7	Enfield & Long Meadow Electric Railway Co.,		236,195	446,857	1.89	23		3
8	Fair Haven & Westville Railroad Co.,	10,800.00	1,574,406	6,106,368	3.88	225	3	10
9	Hartford, Man. & Rockville Tramway Co.,	2,071.81	301,893	707,498	2.34	60		6
10	Hartford Street Railway Co.,	33,139.08	2,952,291	11,732,630	3.97	520	2	42
11	Hartford & W. Hartford H. R. R. Co.,	2,386.13	249,062	514,760	2.07	27		2
12	Meriden Electric Railroad Co.,	5,274.00	601,769	2,088,180	3.47	78		7
13	Middletown Street Railway Co.,	1,078.17	107,426	466,340	4.34	15		
14	New Haven & Centerville Street Ry. Co.,†	3,585.00	75,102	270,590		33		
15	New Haven Street Railway Co.,	10,185.00	1,191,365	4,393,729	3.69	155	2	11
16	Newington Tramway Co.,‡							
17	New London Street Railway Co.,	2,891.45	214,347	1,135,588	5.30	25	1	2
18	Norwalk Street Railway Co.,	1,940.00	241,570	1,042,714	4.31	25		
19	Norwalk Tramway Co.,	3,496.00	414,530	1,370,495	3.31	50	1	3
20	Norwich Street Railway Co.,§	4,500.00	296,784	1,852,872	6.24	45		4
21	Portland Street Railway Co.,§		42,409	138,415	3.26	5		
22	Shelton Street Railway Co.,		no record kept	no record kept		5	1	
23	So. Man. Light, Power & Tramway Co.,							
24	Southington & Plantsville Tramway Co.,	166.32	43,249	77,721	1.80	5		
25	Stamford Street Railroad Co.,	1,000.00	282,147	830,338	2.94	38	1	2
26	Waterbury Traction Co.,	6,181.84	543,824	3,068,524	5.64	85	1	9
27	Westport & Saugatuck Street Railway Co.,	452.30	68,491	169,952	2.48	8		4
28	West Shore Street Railway Co.,¶							
29	Winchester Avenue Railroad Co.,	12,484.64	1,000,379	5,361,727	5.36	148		8
Total,		\$132,937.47	13,398,305	52,746,357	3.94	1,967	14	182

\* Operated by Hartford Street Railway Co. † Report for 3 months from Sept. 30, 1896, to Dec. 31, 1896, when road was purchased, and since operated by Fair Haven Westville Railroad Co. ‡ Owned and operated by the Hartford Street Railway Co. and Central Railway & Electric Co. § Report for 11 months, ending Sept., 1897. ¶ Leased by Hartford, Manchester & Rockville Tramway Co. †† Leased to and operated by Winchester Avenue Railroad Co.

## SUMMARY OF TABLES REFERRING TO STREET RAILWAYS.

	1896	1897	Increase.	Decrease.
Capital stock issued, . . . . .	\$9,221,740.00	\$9,770,440.00	\$548,700.00	
Bonds issued, . . . . .	8,680,100.00	9,092,800.00	402,700.00	
Floating indebtedness, . . . . .	849,255.80	1,071,421.25	222,165.45	
Cost of construction and equipment, . . . . .	18,585,261.37	19,849,306.52	1,263,945.15	
Gross earnings, . . . . .	2,589,619.44	2,626,227.57	36,608.13	
Operating expenses, . . . . .	1,704,724.57	1,708,996.96	4,272.39	
Net earnings, . . . . .	885,121.93	951,412.30	66,290.37	
Dividends, . . . . .	221,119.62	265,625.97	44,506.35	
Interest paid, . . . . .	417,059.81	468,926.29	51,866.48	
Taxes paid, . . . . .	128,131.39	132,937.47	4,806.08	
	Miles.	Miles.		
Length of road exclusive of sidings, . . . . .	329.34	362.02	32.68	
"    "    including sidings, . . . . .	351.92	385.70	33.78	
Miles run, . . . . .	12,597,085	13,398,305	801,220	
Passengers carried, . . . . .	52,789,791	52,746,357		43,434
Number of employes, . . . . .	1,795	1,967	172	
Number of persons injured fatally, . . . . .	20	14		6
"    "    "    not fatally, . . . . .	270	182		88

**Bonds Owned.—Continued.***b.* Other Bonds :

Name.	Total Par Value.	Rate.	Income or Interest Received.	Valuation.
Town of No. Muskegon, Mich., .	\$4,000.00	6%	} .....	\$8,510.00
Town of No. Muskegon, Mich., .	5,000.00	5%		
Grand Total, <i>a</i> and <i>b</i> , . . .	\$11,000.00	.....	\$120.00	\$10,510.00

**Miscellaneous Income.**

Item.	Net Miscel. Income.
Rents of real estate, . . . . .	\$105.71

**Comparative General Balance Sheet.**

Total, June 30, 1896.	Assets.	Total, June 30, 1897.	Increase Year ending June 30, 1897.
\$4,437,270.33	Cost of Road (p. 156), . . . .	\$4,449,607.83	\$12,337.50
129,931.94	Cost of Equipment (p. 156), . . .	129,931.94	.....
32,814.50	Stocks owned (p. 157), . . . .	32,814.50	.....
10,510.00	Bonds owned (p. 157), . . . .	10,510.00	.....
802.77	Cash and Current Assets (p. 156), .	1,626.25	823.48
\$4,611,329.54	Grand Total, . . . . .	\$4,624,490.52	\$13,160.98

Total, June 30, 1896.	Liabilities.	Total, June 30, 1897.	Increase Year ending June 30, 1897.
\$3,863,763.38	Capital Stock (p. 154), . . . .	\$3,876,100.88	\$12,337.50
500,000.00	Funded Debt (p. 155), . . . .	500,000.00	.....
1,500.00	Bonds of N. H., M. & W. R. R. Co. outstanding, convertible into stock,	1,500.00	.. .. .
*11,291.67	Accrued Interest on Funded Debt not yet payable, . . . . .	11,291.67	.....
234,774.49	Profit and Loss (p. 157), . . . .	235,597.97	823.48
\$4,611,329.54	Grand Total, . . . . .	\$4,624,490.52	\$13,160.98

\* \$10,416.67 interest accrued on A. L. Bonds ; \$875 interest accrued on Colchester Bonds.



## Security for Funded Debt (p. 155).

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.
	From —	To —	Miles.	
First Mortgage,	New Haven	Willimantic.	51.50	\$9,709.00

## Employees and Salaries.

Class.	Number.	Total No. of Days worked.	Total Yearly Compensation.	Average Daily Compensation.
Total (including " Gen. Officers"), entire line,	2	626	\$200.00	\$0.32

## Passenger, Freight, and Train Mileage.

Included in report of operating company.

## Freight Traffic Movement.

Included in report of operating company.

## Description of Equipment.

Included in report of operating company.

## Mileage.

State or Territory.	Line represented by Capital Stock. Main Line.	Total Mileage Owned.	Steel Rails.
Connecticut, . . . . .	51.50	51.50	51.50

## Renewals of Rails and Ties.

Included in report of operating company.

## Consumption of Fuel by Locomotives.

Included in report of operating company.

## Accidents to Persons.

Included in report of operating company.

## Characteristics of Road.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		
From—	To—	Miles.	Number of Curves.	Aggregate Length of Curved Line Miles.	Length of Straight Line Miles.
New Haven	Wilmington.	51.80	85	20.11	31.89

## PROFILE.

Length of Level Line Miles.	ASCENDING GRADES.			DESCENDING GRADES.		
	No.	Sum of Absolute Feet.	Aggregate Length of ascending Grades Miles.	No.	Sum of Descending Feet.	Aggregate length of Descending Grades Miles.
4.72	12	1,173	25.81	16	956	20.20

## BRIDGES, TRAVELERS, TUNNELS, ETC.

Type.	Number.	APPROXIMATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Bridge stone	12	181	..	6	..	34	..
Iron	26	5,436	9	16	2	1,340	..
Wooden	2	88	..	12	..	12	..
Total	41	5,625	9	..	..	..	..
Tunnels	1	6,804	..	..	..	..	..

\* Characteristics of Road.—*Continued.*

HIGHWAY CROSSINGS.

Item.	Number	HEIGHT OF LOWEST RAILWAY STRUCTURE OVER ROAD.	
		Feet.	Inches.
Overhead Highway Crossings :			
Bridges, . . . . .	16	14	

GAUGE OF TRACK—4 feet, 8½ inches : 51.50 miles.

Telegraph.

Owned by another company, but located on property of road making this report :

Miles of Line.	Name of Owner.	Name of Operating Company.
51.50	Western Union Telegraph Co.	Western Union Telegraph Co.

Oath.

STATE OF CONNECTICUT, )  
COUNTY OF NEW HAVEN, ) ss.

We, the undersigned, John M. Hall, President, and W. L. Squire, Treasurer, of the Boston & New York Air Line Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

JOHN M. HALL,  
*President.*

W. L. SQUIRE,  
*Treasurer.*

Subscribed and sworn to before me this 13th day of September, 1897.

A. S. MAY,  
*Notary Public.*



# COLCHESTER RAILWAY COMPANY.

## History.

Name of common carrier making this report ? Colchester Railway Company.

Date of organization ? 1876.

Under laws of what Government, State, or Territory organized ? State of Connecticut.

What carrier operates the road of this company ? The New York, New Haven & Hartford Railroad Company.

## Organization.

Names of Directors.	Post-office Address.
ERASTUS S. DAY,	Colchester, Conn.
WILLIAM S. CURTIS,	" "
LEANDER CHAPMAN,	" "
GEORGE G. STANDISH,	Danbury, "

Total number of stockholders at date of last election ? One.

Total amount of stock in Connecticut ? All held in Connecticut — 250 shares.

Date of last meeting of stockholders for election directors ? Record not at hand.

Post-office address of general office ? Colchester, Conn.

Post-office address of operating office ? The New York, New Haven & Hartford Railroad Company, New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed ? Erastus S. Day, president, Colchester, Conn., or W. L. Squire, treasurer, New York, New Haven & Hartford Railroad Company, New Haven, Conn.

## Officers.

Title.	Name.	Location of Office.
President,	ERASTUS S. DAY,	Colchester, Conn.

## Property Leased, or Otherwise Assigned for Operation.

Name of Railroad the income of which from lease, or from other assignment for operation, is included in the Income Account:

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From —	To —			
Colchester Railway Co., Colchester,	Turnerville.		The N. Y., N. H. & H. R. R. Co.	Lease for 999 years.	3.59

**Property Leased, or Otherwise Controlled for Operation.**

Leased April 3, 1878, to Boston & New York Air Line Railroad Company for 999 years, that company to operate the road and pay interest on bonds of the Colchester Railway Company. The road is now operated by The New York, New Haven & Hartford Railroad Company under a lease to it of The Boston & New York Air Line Railroad Company for 99 years from Oct. 1, 1882.

**Capital Stock.**

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common, . . .	500	\$100.00	\$50,000.00	\$25,000.00

Manner of Payment for Capital Stock.	Total Number of Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash: Common, . . . . .	250	\$25,000 00

**Funded Debt.**

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
1st Mortgage,	1877	1907	\$25,000.00	\$25,000.00	\$25,000.00	\$25,000 00

**INTEREST.**

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
7 per cent.	January and July, . . . . .	\$1,750.00	\$1,750 00

**Recapitulation of Funded Debt.**

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mort. Bonds (p. 163),	\$25,000.00	\$25,000.00	\$1,750.00	\$1,750.00

**Recapitulation.**

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 163),	\$25,000.00	\$25,000.00	3.59	\$6,964.00
Bonds (p. 163), . . .	25,000.00	25,000.00	3.59	6,964.00
Total, . . . . .	\$50,000.00	\$50,000.00	3.59	\$13,928.00

**Cost of Road, Equipment, and Permanent Improvements.**

Item.	Total Cost to June 30, 1896.	Total Cost to June 30, 1897.	Cost per Mile.
Total Construction, . . .	\$50,000.00	\$50,000.00	\$13,927.57

**Income Account.**

Income from Lease of Road, . . . . .	\$1,750.00
Interest on Funded Debt accrued (p. 163), . . . . .	1,750.00

**Earnings from Operation.**

Included in report of New York, New Haven &amp; Hartford Railroad Company.

**Comparative General Balance Sheet.**

Total, June 30, 1896.	Assets.	Total, June 30, 1897.
\$50,000.00	Cost of Road (p. 164), . . . . .	\$50,000.00
Total, June 30, 1896.	Liabilities.	Total, June 30, 1897.
\$25,000.00	Capital Stock (p. 163), . . . . .	\$25,000.00
25,000.00	Funded Debt (p. 163), . . . . .	25,000.00
\$50,000.00	Grand Total, . . . . .	\$50,000.00



## Security for Funded Debt (163).

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.
	From —	To —	Miles.	
First Mortgage, .	Colchester,	Turnerville.	3.59	\$6,964.00

## Employees and Salaries.

General officers, 1; total yearly compensation, none.

## Passenger, Freight, and Train Mileage.

Included in report of New York, New Haven & Hartford Railroad Company.

## Freight Traffic Movement.

Included in report of New York, New Haven & Hartford Railroad Company.

## Description of Equipment.

Included in report of New York, New Haven & Hartford Railroad Company.

## Mileage.

Mileage of line owned by States and Territories (single track):

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	RAILS.	
	Main Line.	Branches and Spurs.		Iron.	Steel.
Connecticut, .	3.59	.90	4.49	.69	3.80

## Renewals of Rails and Ties.

Included in report of New York, New Haven & Hartford Railroad Company.

## Consumption of Fuel by Locomotives.

Included in report of New York, New Haven & Hartford Railroad Company.

## Accidents to Persons.

Included in report of New York, New Haven & Hartford Railroad Company.

## Characteristics of Road.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		
From —	To —	Miles.	Number of Curves.	Aggregate Length of Curved Line, Miles.	Length of Straight Line, Miles.
Colchester,	Turnerville,	3.59	8	1.02	2.57

## PROFILE.

ASCENDING GRADES.				DESCENDING GRADES.		
Length of Level Line, Miles.	No.	Sum of Ascents, Feet.	Aggregate Length of Ascending Grades, Miles.	No.	Sum of Descents, Feet.	Aggregate Length of Descending Grades, Miles.
.74	4	44	.95	5	85	1.90

GAUGE OF TRACK — 4 feet, 8½ inches; 3.59 miles.

## Telegraph.

Owned by another company, but located on property of road making this report:

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
3.59	3.59	Western Union Tel. Co.	Western Union Tel. Co.

## Oath.

STATE OF CONNECTICUT, }  
COUNTY OF NEW HAVEN, } ss.

The undersigned, William L. Squire, Treasurer of The New York, New Haven & Hartford Railroad Company, lessee of The Colchester Railway Company, on his oath does say that the foregoing return has been prepared, under his direction, from the original books, papers, and records of said company; that he has carefully examined the same, and declares the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of his knowledge, information, and belief; and he further says that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

W. L. SQUIRE,

*Treasurer of the New York, New Haven & Hartford Railroad Company, Lessee.*

Subscribed and sworn to before me this 10th day of September, 1897.

A. S. MAY,  
*Notary Public.*

# DANBURY AND NORWALK RAILROAD CO.

## History.

Name of common carrier making this report ? Danbury & Norwalk Railroad Company.

Date of organization ? May, 1849.

Under laws of what Government, State, or Territory organized ? State of Connecticut.

What carrier operates the road of this company ? New York, New Haven & Hartford Railroad Company.

## Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
F. ST. JOHN LOCKWOOD,	Norwalk, Conn.,	October 28, 1897.
CHARLES P. CLARK,	New Haven, Conn.,	" "
JOHN M. HALL,	" "	" "
BENJAMIN R. ENGLISH,	" "	" "
GEORGE J. BRUSH,	" "	" "
EBEN. HILL,	South Norwalk, Conn.,	" "
EDMUND TWEEDY,	Danbury, Conn.,	" "
CHARLES H. MERRITT,	" "	" "
J. P. TREADWELL,	Norwalk, "	" "

Total number of stockholders at date of last election ? 73.

Date of last meeting of stockholders for election of directors ? October 29, 1896.

Post-office address of general office ? New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed ? C. E. ROBINSON, Treasurer, New Haven, Conn.

## Officers.

Title.	Name.	Location of Office.
President,	F. ST. JOHN LOCKWOOD,	Norwalk, Conn.
Vice-President,	CHARLES P. CLARK,	New Haven, Conn.
Secretary,	WILLIAM E. BARNETT,	" "
Treasurer,	C. E. ROBINSON,	" "

( 167 )



**Property Leased, or otherwise Assigned for Operation.**

Name of Railroad the income of which from lease, or from other assignment for operation, is included in the Income Account—(p. 170):

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From—	To—			
Danbury & Norwalk, {	Danbury,	Wilson Point,	N. Y., N. H. & H.	Lease.	26.28
	Branchville,	Ridgefield,	" "	"	3.97
	Bethel,	Hawleyville,	S., L. & N.	"	5.95
Total Mileage, . . . . .					36.20

**Property Leased, or otherwise Controlled for Operation.**

All the railroad and property of the Company leased to the New York, New Haven & Hartford Railroad Company for ninety-nine years from July 1, 1892, at an annual rental of 5 per cent. dividends upon the capital stock, interest on funded debt, all taxes, and assessments.

**Capital Stock.**

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	20,000	\$50.00	\$1,000,000.00	\$500,000.00	5 per ct.	\$30,000.00

Manner of Payment for Capital Stock.					Total Cash Realized.
Issued for Cash: Common, . . . . .					\$338,416.25
Issued for Undivided Earnings, . . . . .					101,583.75
Issued for increased value of Road and Equipment, . . .					160,000.00
Total, . . . . .					\$600,000.00

## Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Out-standing.	Cash realized on Amount Issued.
	Date of Issue.	When Due.				
Consolidated M'rtgage,	{ 1880 1920 }	{	\$500,000	{ \$100,000	\$100,000	\$100,000
	{ 1890 1920 }			200,000	200,000	200,000
	{ 1892 1920 }			200,000	200,000	200,000
General Mortgage,	1885 1925		150,000	150,000	150,000	150,000
Total, . . . . .	.....		\$650,000	\$650,000	\$650,000	\$650,000

## INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
6 per cent.	January and July,	\$6,000 00	\$6,000.00
5 per cent.	January and July,	10,000.00	10,000.00
5 per cent.	January and July,	10,000.00	10,000.00
5 per cent.	April and October,	7,500.00	7,500.00
Total, . . . . .	.....	\$33,500.00	\$33,500 00

## Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage Bds. (p. 169),	\$650,000.00	\$650,000.00	\$33,500.00	\$33,500 00

## Recapitulation.

For mileage owned by road making this report.

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 168),	\$600,000.00	\$600,000.00	36.20	\$16,574.58
Bonds (p. 169), . . . . .	650,000.00	650,000.00	36.20	17,955.80
Total, . . . . .	\$1,250,000.00	\$1,250,000.00	36.20	\$34,530.38

## Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1896.	Total Cost to June 30, 1897.	Cost per Mile.
Construction, . . . . .	\$1,170,270.83	\$1,170,270.83	\$32,327.92
Equipment, . . . . .	228,971.89	228,971.89	6,325.19
Total, . . . . .	\$1,399,242.72	\$1,399,242.72	\$38,653.11

## Income Account.

Income from Lease of Road, . . . . .	\$63,500.00	
Total Income, . . . . .		\$63,500.00
Deductions from Income:		
Interest on Funded Debt accrued (p. 169), . . . . .	\$33,500.00	
Total deductions from Income, . . . . .		33,500.00
Net Income, . . . . .		\$30,000.00
Dividends, 5 per cent., Common Stock (p. 168), . . . . .	\$30,000.00	
Total, . . . . .		30,000.00
Surplus on June 30, 1896 [from "General Balance Sheet," 1896 Report], . . . . .	\$134,367.72	
Surplus on June 30, 1897 [for entry on "General Balance Sheet," (p. 171)], . . . . .		\$134,367.72

## Operating Expenses.

By Lessee Company.

## Comparative General Balance Sheet.

Total, June 30, 1896.	Assets.	Total, June 30, 1897.
\$1,170,270.83	Cost of Road (p. 170), . . . . .	\$1,170,270.83
228,971.89	Cost of Equipment (p. 170), . . . . .	228,971.89
\$1,399,242.72	Grand Total, . . . . .	\$1,399,242.72



Comparative General Balance Sheet.—*Continued.*

Total, June 30, 1896.	Liabilities.	Total June 30, 1897.
\$600,000.00	Capital Stock (p. 168), . . . . .	\$600,000.00
650,000.00	Funded Debt (p. 169), . . . . .	650,000.00
14,875.00	Accrued Interest on Funded Debt not yet payable,	14,875.00
134,367.72	Profit and Loss (p. 170), . . . . .	134,367.72
\$1,399,242.72	Grand Total, . . . . .	\$1,399,242.72

## Contracts, Agreements, etc.

All contracts by Lessee Company.

## Security for Funded Debt (p. 169).

Class of Bond or Obligation.	What Road Mortgaged.	Miles.	Amount of Mortgage per Mile of Line.	What Equipment Mortgaged.	What Income and Securities Mortgaged.
Consolidated Mortgage,	All	36.20	\$13,812.15	All	None
General Mortgage,	All	36.20	4,143.64	All	None

## Passenger and Freight, and Train Mileage.

Included in report of Lessee Company.

## Freight Traffic Movement.

Included in report of Lessee Company.

## Description of Equipment.

Included in report of Lessee Company.

## Mileage.

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Connecticut, . . . . .	26.28	9.92	36.20	36.20

**Characteristics of Road.**

Included in report of Lessee Company.

GAUGE OF TRACK—4 feet, 8½ inches ; 36.20 miles.

**Telegraph.**

Included in report of Lessee Company.

**Oath.**

STATE OF CONNECTICUT, }  
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, F. St. John Lockwood, President, and C. E. Robinson, Treasurer, of the Danbury & Norwalk Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company ; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief ; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts ; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

F. ST. JOHN LOCKWOOD,  
*President.*

C. E. ROBINSON,  
*Treasurer.*

Subscribed and sworn to before me this 14th day of August, 1897.

A. S. MAY,  
*Notary Public.*

# HARTFORD & CONNECTICUT WESTERN RAILROAD COMPANY.

## History.

Name of common carrier making this report? Hartford & Connecticut Western Railroad Company.

Date of organization? June 30, 1881.

Under laws of what Government, State, or Territory organized? State of Connecticut, January, 1881, Resolution No. 123; January, 1882, Resolution No. 189. State of New York, Laws of 1882, Chapter 339.

If a consolidated company, name the constituent companies. Not a consolidated company.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Connecticut Western Railroad Company; chartered June 25, 1868; opened December 21, 1871.

The Hartford & Connecticut Western Railroad Company is the successor of the Connecticut Western Railroad Company by reason of foreclosure of mortgage, and was organized June 30, 1881, in accordance with a resolution (No. 123) of the General Assembly of the State of Connecticut, passed at its session January, 1881, "Incorporating the First Mortgage Bondholders of the Connecticut Western Railroad Company as the Hartford & Connecticut Western Railroad Company." By a resolution (No. 189) of the General Assembly of the State of Connecticut, passed at its session January, 1882, permission was given to the Hartford & Connecticut Western Railroad Company to purchase the Rhinebeck & Connecticut Railroad in the State of New York. Chapter 339 of the laws of 1882 of the State of New York is "An Act to authorize the Hartford & Connecticut Western Railroad Company to purchase the Rhinebeck and Connecticut Railroad." The Hartford & Connecticut Western Railroad was leased under date of August 30, 1889, to the Central New England & Western Railroad Company for one year from the 30th day of August, 1889, and under date of February 4, 1890, for fifty years from the 30th day of August, 1890.

What carrier operates the road of this company? James K. O. Sherwood, Receiver of the Philadelphia, Reading & New England Railroad Company.

## Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
J. W. BROCK,	Philadelphia, Penn.	December 21, 1897.
W. W. GIBBS,	" "	" "
C. TOWER, JR.,	" "	" "
W. R. TAYLOR,	" "	" "



**Organization.**—*Continued.*

Names of Directors.	Post-office Address.	Expiration of Term.
H. O. SEIXAS,	New York, N. Y.,	December 31, 1897.
JAMES ARMSTRONG,	" "	" "
A. A. McLEOD,	" "	" "
J. H. APPLETON,	Springfield, Mass.,	" "
C. E. GROSS,	Hartford, Conn.	" "
J. O. PHELPS,	Simsbury, "	" "
HENRY GAY,	West Winsted, "	" "
E. W. SPURR,	Falls Village, "	" "
D. L. FREEMAN,	Canaan, "	" "

Total number of stockholders at date of last election ? 667.

Date of last meeting of stockholders for election of directors ? December 15, 1896.

Post-office address of general office ? Hartford, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed ? E. R. Beardsley, Treasurer, Hartford, Conn.

**Officers.**

Title.	Name.	Location of Office.
President,	H. O. SEIXAS,	New York, N. Y.
Vice-President,	J. O. PHELPS,	Simsbury, Conn.
Secretary,	E. R. BEARDSLEY,	Hartford, "
Treasurer,	E. R. BEARDSLEY,	" "
Auditor,	H. W. WATSON,	" "

**Property Leased, or otherwise Assigned for Operation.**

Name of railroad the income of which from lease, or from other assignment for operation, is included in the Income Account (p. 176):

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From—	To—			
Hartford & Conn. Western,	Hartford	Rhinecliff.	James K. O. Sherwood, receiver of the Philadelphia, Reading & New England.	Lease.	109.75

**Property Leased, or otherwise Controlled for Operation.**

The Hartford & Connecticut Western Railroad was leased to the Central New England & Western Railroad Company under date of February 4, 1890, for fifty years from the 30th day of August, 1890, to which date it had been leased for the period of one year from the 30th day of August, 1889, at an annual rental of two per cent. on the capital stock. All taxes, rates, charges, assessments, and interest on the bonds to be paid by the lessee.

## Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	30,000	\$100.00	\$3,000,000	\$2,706,500	2 per cent.	*26,298.00

\* Total capital at the time the dividends were declared, \$2,705,000  
 Capital owned by the lessee upon which no dividends were declared, 1,290,100  
 \$1,314,900

Manner of Payment for Capital Stock.	Number of Shares Issued during Year.	Total Number Shares Issued and Outstanding.
Issued for Bonds of Conn. Western R. R. Co.,	21	19,065
Issued for purchase of Rhinebeck & Conn. R. R.,	..	8,000
Total, . . . . .	21	27,065

REMARKS.—8,084 shares are held by 481 Connecticut residents. \$3,500 bonds converted into stock at 60 per cent. during the year.

## Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding	Cash realized on Amount Issued.
	Date of Issue.	When Due.				
1st Mortgage,	1883 June 30.	1903 July 1.	\$700,000.00	\$700,000.00	\$700,000.00	\$700,000.00

## INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
5 per cent.	January and July,	\$35,000.00	\$35,000.00

## Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage Bds. (p. 175),	\$700,000.00	\$700,000.00	\$35,000.00	\$35,000.00

## Current Assets and Liabilities.

Cash and Current Assets available for Payment of Current Liabilities.	Current Liabilities Accrued to and including June 30, 1897.
Current Liabilities, . . . \$22,697.99	Loans and Bills Payable, \$22,697.99

## Recapitulation.

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 175), . .	\$2,706,500.00	\$2,706,500.00	109.75	\$24,660.59
Bonds (p. 175), . . .	700,000.00	700,000.00	109.75	6,378.13
Equipm't Trust Obligations, .....	.....	.....	109.75	.....
Total, . . . .	\$3,406,500.00	\$3,406,500.00	109.75	\$31,038.72

## Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1896.	Total Cost to June 30, 1897.	Cost per Mile.
Total Construction, . . . .	\$2,921,747.46	\$2,921,747.46	\$26,621.84
Total Equipment, . . . .	373,867.97	373,867.97	3,406.54
Grand Total Cost Construction, } Equipment, etc., }	\$3,295,615.43	\$3,295,615.43	\$30,028.38



## Income Account.

Income from Lease of Road, . . . . .	\$61,298.00	
Total Income, . . . . .		\$61,298.00
Interest on Funded Debt accrued (p. 175), . . . . .	\$35,000.00	
Total Deductions from Income, . . . . .		35,000.00
Net Income, . . . . .		\$26,298.00
Dividends, 2 per cent., Common Stock (p. 175), . . . . .	\$26,298.00	
Total, . . . . .		\$26,298.00
Deficit on June 30, 1896 [from "General Balance Sheet," 1896 Report], . . . . .		\$10,310.51
Deficit on June 30, 1897 [for entry on "General Balance Sheet"], . . . . .		\$10,310.51

## Comparative General Balance Sheet.

Total, June 30, 1896.	Assets.	Total, June 30, 1897.
\$2,921,747.46	Cost of Road (p. 176), . . . . .	\$2,921,747.46
373,867.97	Cost of Equipment (p. 176), . . . . .	373,867.97
37,672.58	Springfield & Connecticut Railroad, . . . . .	37,672.58
99,099.47	Lands owned, . . . . .	99,099.47
10,310.51	Profit and Loss, . . . . .	10,310.51
\$3,442,697.99	Grand Total, . . . . .	\$3,442,697.99

Total, June 30, 1896.	Liabilities.	Total, June 30, 1897.	Increase Year ending June 30, 1897.	Decrease Year ending June 30, 1897.
\$2,704,400.00	Capital Stock (p. 175),	\$2,706,500.00	\$2,100.00	.....
15,600.00	Convertible Bonds,	13,500.00	.....	\$2,100.00
700,000.00	Funded Debt (p. 175),	700,000.00	.....	.....
22,697.99	Bills Payable,	22,697.99	.....	.....
\$3,442,697.99	Grand Total,	\$3,442,697.99	\$2,100.00	\$2,100.00

## Important Changes During the Year.

Twenty-one shares of Hartford & Connecticut Western stock have been issued in exchange for \$3,500 of Connecticut Western bonds at 60 per cent.

## Security for Funded Debt (p. 175).

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.	What Equipment Mortgaged.
	From—	To—	Miles.		
First Mortgage,	Hartford	Rhinecliff,	109.75	\$6,378.13	Entire.

## Description of Equipment.

Leased.

## Mileage.

Mileage of line owned by States and Territories (single track):

State or Territory.	Line Represented by Capital Stock. Main Line.	Total Mileage Owned.	Iron Rails.	Steel Rails.
Connecticut, . . . . .	67.25	67.25	.....	67.25
New York, . . . . .	42.50	42.50	11.79	30.71
Total Mileage Owned, .	109.75	109.75	11.79	97.96

State of Connecticut.	Line Represented by Capital Stock. Main Line.	Total Mileage Owned.	Steel Rails.
Total Mileage Owned, . . . . .	67.25	67.25	67.25

## Characteristics of Road.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		
From—	To—	Miles.	Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.
Hartford	Rhinecliff,	109.75	333	49.76	59.99

Characteristics of Road.—*Continued.*

## PROFILE.

Length of Level Line.  Miles.	ASCENDING GRADES.			DESCENDING GRADES.		
	No.	Sum of Ascents.  Feet.	Aggregate Length of Ascending Grades. Miles.	No.	Sum of Descents.  Feet.	Aggregate Length of Descending Grades. Miles.
14.50	75	1,941.1	44.95	83	1,969.2	50.30

## BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	No.	AGGREGATE LENGTH.		MINIMUM LENGTH.	MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Feet.	Inches.
Bridges: Iron,	33	1,177	7	10	201	6
Wooden,	153	3,473	1	5	186	6
Total,	186	4,650	8	..	...	..
Trestles,	30	7,300	7	38	1,802	..

## HIGHWAY CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet	Inches.
Overhead Highway Crossings: Bridges,	10	17	..

GAUGE OF TRACK — 4 feet, 8½ inches ; 109.75 miles.

## Telegraph.

Owned by another company, but located on property of road making this report:

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
109.75	283	Western Union.	Western Union.



## Oath.

STATE OF CONNECTICUT, }  
COUNTY OF HARTFORD, } ss.

We, the undersigned, Jeffrey O. Phelps, Vice-President, and Edward R. Beardsley, Treasurer, of the Hartford & Connecticut Western Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

JEFFREY O. PHELPS,  
*Vice-President.*

EDWARD R. BEARDSLEY,  
*Treasurer.*

Subscribed and sworn to before me this 10th day of August, 1897.

ISABELLE THOMPSON,  
*Notary Public.*

# HOUSATONIC RAILROAD COMPANY.

## History.

Name of common carrier making this report ? Housatonic Railroad Co.

Date of organization ? May, 1836.

Under laws of what Government, State, or Territory organized ? State of Connecticut.

Private Laws of Connecticut, vol. 1, p. 1025 ; Private Laws of Connecticut vol. 4, pp. 921, 922, 924, 925, 926, 927 ; Private Acts of Connecticut, 1850 ; Private Laws of Connecticut, vol. 5, p. 578 ; Connecticut Private Acts, 1870, p. 115 ; Special Laws of Connecticut, vol. 8, p. 198 ; Special Laws of Connecticut, vol. 9, pp. 229, 422, 617, 844, 1006 ; Connecticut Public Acts, 1889, Chap. 166.

Massachusetts Special Laws, vol. 8, p. 827 ; Massachusetts Acts and Resolutions, 1873, Chap. 168 ; Massachusetts Acts and Resolutions, 1881, Chap. 228 ; Massachusetts Acts and Resolutions, 1882, Chap. 57 ; Massachusetts Acts and Resolutions, 1885, Chap. 338 ; Massachusetts Acts and Resolutions, 1892, Chap. 297.

What carrier operates the road of this company ? New York, New Haven & Hartford Railroad Company.

## Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
A. B. MYGATT,	New Milford, Conn.,	October 27, 1897.
J. PIERPONT MORGAN,	New York City,	" "
WILLIAM ROCKEFELLER,	" "	" "
GEO. MACCULLOCH MILLER,	" "	" "
CHARLES LANIER,	" "	" "
CHARLES P. CLARK,	New Haven, Conn.,	" "
JOHN M. HALL,	" "	" "
WILLIAM E. BARNETT,	" "	" "
MILO RICHARDSON,	Lime Rock, "	" "

Total number of stockholders at date of last election ? Preferred, 16 ; common, 31.

Date of last meeting of stockholders for election of directors ? October 28, 1896.

Post-office address of general office ? New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed ? C. E. Robinson, Treasurer, New Haven, Conn.

## Officers.

Title.	Name.	Location of Office.
President,	GEO. MACCULLOCH MILLER,	New York.
Vice-President,	WILLIAM E. BARNETT,	New Haven, Conn.
Secretary,	WILLIAM E. BARNETT,	" "
Treasurer,	C. E. ROBINSON,	" "

**Property Leased, or otherwise Assigned for Operation.**

Name of Railroad the income of which from lease, or from other assignment for operation, is included in the Income Account (p. 184):

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.	
	From—	To—				
Housatonic,	Bridgeport,	Conn.,	Mass. State Line,	N.Y., N.H. & H.	Lease.	74.97
	Botsford,	“	Huntington, Conn.,	“ “	“	9.79
	Brookfield Junc.,	“	Danbury, “	“ “	“	5.36
Total Mileage, . . . . .						90.12

**Property Leased, or otherwise Controlled for Operation.**

Leased to The New York, New Haven & Hartford Railroad Company for 99 years from July 1, 1892.

Annual rental—One per cent. dividends on the preferred capital stock, payable on June 30th of each year; interest on funded debt as it becomes due; all taxes and assessments.

**Capital Stock.**

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	8,200	\$100.00	\$820,000.00	\$23,000.00	.....	.....
Preferred,	30,000	100.00	3,000,000.00	2,875,800.00	1 per ct.	\$28,758 00
Total,	38,200	.....	\$3,820,000.00	\$2,898,800.00	.....	\$28,758.00

Manner of Payment for Capital Stock.			Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash :	Common,	. . . . .	230	} Cannot ascertain.
	Preferred,	. . . . .	28,758	
Total,	. . . . .	. . . . .	28,988	.....



## Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash realized on Amount Issued.
	Date of Issue.	When Due.				
First Mortgage.	1885	1910	\$700,000	\$400,000	\$100,000	Cannot determine.
Consol. Mtge.,	1887	1937	3,000,000	2,839,000	2,839,000	
Mortgage,	1882	1912	100,000	70,000	61,000	
Total,	.....	.....	\$3,800,000	\$3,309,000	\$3,000,000	.....

## INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
4 per cent.	April and October,	\$4,000.00	\$4,000.00
5 per cent.	May and November,	141,950.00	141,950.00
5 per cent.	April and October,	3,050.00	3,050.00
Total,	.....	\$149,000.00	\$149,000.00

## Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mtge. Bds. (p. 183),	\$3,309,000.00	\$3,000,000.00	\$149,000.00	\$149,000.00

## Recapitulation.

For mileage owned by road making this report :

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 182),	\$2,898,800.00	\$2,898,800.00	90.12	\$32,167.00
Bonds (p. 183), . . .	3,000,000.00	3,000,000.00	90.12	33,289.00
Total, . . . . .	\$5,898,800.00	\$5,898,800.00	90.12	\$65,456.00

**Cost of Road, Equipment, and Permanent Improvements.**

Item.	Total Cost to June 30, 1896.	Total Cost to June 30, 1897.	Cost per Mile.
Construction, . . . .	\$5,203,645.91	\$5,203,645.91	\$57,741.30
Equipment, . . . .	1,581,536.15	1,581,536.15	17,549.22
Tot. Cost Construc., Equip., etc.,	\$6,785,182.06	\$6,785,182.06	\$75,290.52

**Income Account.**

Income from Lease of Road, . . . . .	\$177,758.00	
Total Income, . . . . .		\$177,758.00
Deductions from Income:		
Interest on Funded Debt accrued (p. 183), . . .	\$149,000.00	
Total deductions from Income, . . . . .		149,000.00
Net Income, . . . . .		\$28,758.00
Dividends, 1 per cent., preferred stock (p. 182), .	\$28,758.00	
Total, . . . . .		28,758.00
Deficit on June 30, 1896 [from "General Balance Sheet," 1896 Report], . . . . .		\$128,241.00
Deficit on June 30, 1897 [for entry on "General Balance Sheet," p. 184], . . . . .		\$128,241.00

**Operating Expenses.**

By Lessee Company.

**Comparative General Balance Sheet.**

Total, June 30, 1896.	Assets.	Total, June 30, 1897.
\$5,203,645.91	Cost of Road (p. 184), . . . . .	\$5,203,645.91
1,581,536.15	Cost of Equipment (p. 184), . . . . .	1,581,536.15
178,481.32	Other Permanent Investments, . . . . .	178,481.32
25,420.83	Accrued Rental due from Lessee, . . . . .	25,420.83
128,241.00	Profit and Loss, . . . . .	128,241.00
\$7,117,325.21	Grand Total, . . . . .	\$7,117,325.21

Comparative General Balance Sheet.—*Continued.*

Total, June 30, 1896.	Liabilities.	Total, June 30, 1897.
\$2,898,800.00	Capital Stock (p. 182), . . . . .	\$2,898,800.00
3,000,000.00	Funded Debt (p. 183), . . . . .	3,000,000.00
25,420.83	Accrued Interest on Funded Debt not yet payable,	25,420.83
1,193,104.38	N. Y., N. H. & H. R. R. Co., Lessee, . . . .	1,193,104.38
\$7,117,325.21	Grand Total, . . . . .	\$7,117,325.21

## Contracts, Agreements, etc.

All Contracts, etc., by Lessee Company.

## Security for Funded Debt (p. 183).

Class of Bond or Obligation.	WHAT ROAD MORTGAGED			Amount of Mortgage per Mile of Line.	What Equipment Mortgaged.	What income or Securities Mortgaged.
	From—	To—	Miles.			
First Mortgage,	Bridgeport, Ct.,	Mass. Sta. Line.	74.97	\$1,334.00	All.	None.
Consol. Mtge.,	“ “	“ “	74.97	37,868.00	“	“
Mortgage,	Brookfield Jc., Ct.,	Danbury, Ct.,	5.36	11,381.00	“	“

## Passenger and Freight, and Train Mileage.

Included in report of Lessee Company.

## Freight Traffic Movement.

Included in report of Lessee Company.

## Description of Equipment.

Included in report of Lessee Company.

## Mileage.

Mileage of road owned (all tracks):

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.	
	Main Line.	Branches and Spurs.
Miles of single track, . . . . .	74.97	15.15
Miles of yard track and sidings, . . . .	16.55	2.48
Total mileage owned, . . . . .	91.52	17.63



**Mileage.**—*Continued.*

Mileage of line owned by States and Territories (single track):

State of Connecticut.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Total mileage owned,	74.97	15.15	90.12	90.12

**Characteristics of Road.**

Included in report of Lessee Company.

GAUGE OF TRACK—4 feet, 8½ inches ; 90.12 miles.

**Telegraph.**

Included in report of Lessee Company.

**Oath.**

STATE OF CONNECTICUT, }  
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, William E. Barnett, Vice-President, and C. E. Robinson, Treasurer, of the Housatonic Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company ; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief ; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts ; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

WILLIAM E. BARNETT,  
*Vice-President.*

C. E. ROBINSON,  
*Treasurer.*

Subscribed and sworn to before me this 5th day of August, 1897.

AVERY CLARK,  
*Notary Public.*

# MERIDEN, WATERBURY & CONNECTICUT RIVER RAILROAD CO.

## History.

Name of common carrier making this report ? Meriden, Waterbury & Connecticut River Railroad Co.

Date of organization ? June 9, 1888.

Under laws of what Government, State, or Territory organized ? State of Connecticut.

If a consolidated company, name the constituent companies. Formed by the consolidation of the Meriden & Cromwell Railroad Company, organized under the General Railroad Laws of Connecticut, July 10, 1882; and the Meriden & Waterbury Railroad Company, organized under the General Railroad Laws of the State of Connecticut, May 24, 1887.

Date and authority for each consolidation ? Consolidated under an act entitled "An Act authorizing the consolidation of certain Railroad Companies," passed by the General Assembly of the State of Connecticut at its January Session, 1887, approved March 10, 1887, and to be found on pages 481, 482, and 483 of the Special Acts and Resolutions of the General Assembly of the State of Connecticut, January Session, 1887.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Not a reorganized company.

What carrier operates the road of this company ? Road is not operated at present, nor has it been operated since May 30, 1896.

## Organization.

Total number of stockholders at date of last election ? 277 ; at this date, 1.

Date of last meeting of stockholders for election of directors ? November 12, 1895.

Name and address of officer to whom correspondence regarding this report should be addressed ? A. Heaton Robertson, owner, New Haven, Conn.

## Sole Owner.

A. HEATON ROBERTSON, New Haven, Conn.

**Property Leased, or otherwise Controlled for Operation.**

The road was leased to the New York & New England Railroad Company for 99 years from September 1, 1892. Agreed rental, \$22,500 per annum, payable semi-annually, January first and July first to the Farmers Loan & Trust Company of New York, Trustees. The Railroad Company deposited with the Trustees \$50,000 of their First Mortgage Bonds to reimburse the lessee for floating debt assumed and improvements to be made. This lease was not assumed by the New England Railroad, which operated the Meriden, Waterbury & Connecticut River Railroad from September 1, 1895, under temporary license, until it was delivered to the purchaser, A. Heaton Robertson, under the foreclosure sale, to wit:—May 30, 1896.

**Capital Stock.**

Capital stock wiped out by decree of foreclosure.

**Funded Debt.**

There is no funded debt.

**Cost of Road, Equipment, and Permanent Improvements.**

The road has not been operated this year. There has been expended in the general care and custody of the property the sum of \$2,945.76.

Total cost construction, equipment, and permanent improvements to June 30, 1896, \$934,000. Cost per mile, \$30,784.43.

**Income Account.**

The only income received has been rent of real estate, \$143.00.

**Employees and Salaries.**

Class.	Number.	Total No. of Days Worked.	Total Yearly Compensation.
Care taker of property, . . . .	1	365	\$1,000.00

**Passenger, Freight, and Train Mileage.**

Road not operated.

**Freight Traffic Movement.**

Road not operated.



## Description of Equipment.

Item.	Total No. at end of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Name.	No.	Name.
Locomotives:					
Passenger, . . .	2	2	Westinghouse		
Freight, . . .	3	2	"		
		1	Eames		
Total, . . .	5	5			
Cars in Passenger Service:					
First-class Cars, . .	4	4	Westinghouse	4	Miller
Second-class Cars, .	2	2	"	2	"
Combination Cars, .	4	4	"	4	"
Total, . . .	10	10		10	
Cars in Freight Service:					
Flat Cars, . . .	18			9	Whittemore
Stock Cars, . . .	20				
Coal Cars, . . .	116			75	"
Total, . . .	154			84	
Cars in Company's Service:					
Derrick Cars, . . .	1				
Total, . . .	1				
Total Cars in Service, .	165	10		94	
Total Cars owned, . .	165	10		94	

## Mileage.

Mileage of line owned by States and Territories (single track):

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Connecticut,	29.50	.84	30.34	30.34

## Characteristics of Road.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		
From—	To—	Miles.	Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.
Cromwell, Conn.,	Waterbury, Conn.,	29.50	69	14.26	15.24
Center Street	Extension,	.84	3	.30	.54
Total, . . . . .		30.34	72	14.56	15.78

## PROFILE.

Length of Level Line. Miles.	ASCENDING GRADES.			DESCENDING GRADES.		
	No.	Sum of Ascents. Feet.	Aggregate length of Ascending Grades. Miles.	No.	Sum of Descents. Feet.	Aggregate length of Descending Grades. Miles.
6.23	24	779.5	12.68	19	512.5	10.59
....	..	.....	.....	1	48.0	.84
6.23	24	779.5	12.68	20	560.5	11.43

## BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Bridges:—Iron,	19	1,509	....	21	....	192	....
Wooden,	7	175	....	12	....	50	...
Total,	26	1,684	...	....	....	....	....
Trestles,	30	6,751	....	....	....	....	....

OVERHEAD CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Overhead Highway Crossings:—Bridges,	13	15	...
Trestles, . . . . .	6	18	...
Total, . . . . .	19	...	...
Overhead Railway Crossings:—Bridges,	2	15	...

GAUGE OF TRACK — 4 feet, 8½ inches ; 30.34 miles.

Telegraph.

Owned by another company, but located on property of road making this report :

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
30.34	83.14	Western Union Tel. Co.	Western Union Tel. Co.

Oath.

STATE OF CONNECTICUT, }  
COUNTY OF NEW HAVEN, } ss.

I, the undersigned, A. Heaton Robertson, owner of the Meriden, Waterbury & Connecticut River Railroad Company, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said Company ; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information, and belief ; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts ; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

A. HEATON ROBERTSON, *Owner.*

Subscribed and sworn to before me this 29th day of July, 1897.

PAUL W. HARRISON,  
*Commissioner of the Superior Court for New Haven County.*



# NAUGATUCK RAILROAD COMPANY.

## History.

Name of common carrier making this report ? Naugatuck Railroad Co.

Date of organization ? May, 1845.

Under laws of what Government, State, or Territory organized ? State of Connecticut.

Private Laws of Connecticut, vol. iv, pp. 944, 949, 950, 951, 952; vol. v, pp. 75, 753. Special Laws of Connecticut, vol. vi, pp. 8, 9, 23, 293, 709, 874. Special Laws of Connecticut, vol. vii, p. 114.

If a consolidated company, name the constituent companies. Not a consolidated company.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Not a reorganized company.

What carrier operates the road of this company ? The New York, New Haven & Hartford Railroad Company.

## Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
WM. D. BISHOP,	Bridgeport, Conn.,	November 17, 1897.
FREDERICK J. KINGSBURY,	Waterbury, "	" "
ROYAL M. BASSETT,	Derby, "	" "
SAMUEL S. DENNIS,	Newark, N. J.,	" "
JOEL A. SPERRY,	New Haven, Conn.,	" "
JOHN M. HALL,	" "	" "
A. HEATON ROBERTSON,	" "	" "
WM. D. BISHOP, JR.,	Bridgeport, "	" "
CHARLES F. BROOKER,	Torrington, "	" "

Total number of stockholders at date of last election. 449.

Total number of stockholders in Connecticut at date of last election. 349 ; 16,999 shares.

Date of last meeting of stockholders for election of directors. November 18, 1896 (third Wednesday in November, each year.)

Post-office address of general office. President and Secretary, Bridgeport, Conn.; Treasurer, New Haven, Conn.

Post-office address of operating office. New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed. W. L. Squire, Treasurer, New Haven, Conn.

## Officers.

Title.	Name.	Location of Office.
President,	WM. D. BISHOP,	Bridgeport, Conn.
Secretary,	WM. D. BISHOP,	" "
Treasurer,	WM. L. SQUIRE,	New Haven, "

**Property Leased or otherwise Assigned for Operation.**

Name of railroad the income of which from lease, or from other assignment for operation is included in the Income Account— (p. 195):

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line
	From—	To—			
Naugatuck Railroad Co.	Naugatuck Junction	Winsted.	New York, New Haven & Hartford R. R. Co.	Lease	56 55
	Watertown	Waterbury.			4 44
Total Mileage,					60.99

**Property Leased or otherwise Controlled for Operation.**

The Naugatuck Railroad was leased May 24, 1887, to the New York, New Haven & Hartford Railroad Company for ninety-nine years from April 1, 1887, at an annual rental of \$200,000 and interest on the bonds of the Naugatuck Railroad Company.

**Capital Stock.**

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	20,000	\$100.00	\$2,000,000.00	\$2,000,000.00	10 p. ct.	\$200,000.00

Manner of Payment for Capital Stock.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash: Common,	3,976.96	\$397,696 00
Issued for Bonds,	2,730.	273,000 00
Issued for Construction: Common,	6,758.79	675,879 00
Issued for Undivided Earnings,	1,427.	142,700.00
Issued for Increased Valuation of Road, or Equipment, or both,	4,488.25	448,825.00
Stock charged Profit and Loss for loss on stock sold,	302.	30,200.00
Stock charged Profit and Loss for Over-issue by New York Transfer Agent,	317.	31,700.00
Total,	20,000.00	\$2,000,000.00

**Funded Debt.**

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
1st Mortgage,	1863	1913	\$750,000.00	\$150,000.00	\$150,000.00	\$150,000.00

**INTEREST.**

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
4 per cent.	June 1st and December 1st.	\$6,000.00	\$6,000.00

**Recapitulation of Funded Debt.**

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage Bonds (p. 195),	\$150,000.00	\$150,000.00	\$6,000.00	\$6,000.00

**Recapitulation.**

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 193),	\$2,000,000.00	\$2,000,000.00	60.99	\$32,792.00
Bonds (p. 194),	150,000.00	150,000.00	60.99	2,460.00
Total, . . .	\$2,150,000 00	\$2,150,000.00	60.99	\$35,252.00



## Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1896.	Total Cost to June 30, 1897.	Cost per Mile.
Construction, . . . . .	\$2,024,697.45	\$2,024,697.45	\$35,803 67
Equipment, . . . . .	297,086.57	297,086.57	5,253 52
Total, . . . . .	\$2,321,784.02	\$2,321,784.02	\$41,057.19

## Income Account.

Income from lease of Road, . . . . .	\$206,000.00	
Total Income, . . . . .		\$206,000.00
Deductions from Income:		
Interest on Funded Debt accrued (p. 194), . . . . .	\$6,000.00	
Total deductions from Income, . . . . .		\$6,000.00
Net Income, . . . . .		\$200,000.00
Dividends, 10 per cent., common stock (p. 193), . . . . .		\$200,000.00
Surplus on June 30, 1896 [from "General Balance Sheet," 1896 Report], . . . . .		\$272,784.02
Surplus on June 30, 1897 [for entry on "General Balance Sheet"]—(p. 195), . . . . .		\$272,784.02

## Comparative General Balance Sheet.

Total, June 30, 1896.	Assets.	Total, June 30, 1897.
\$2,024,697.45	Cost of Road (p. 195), . . . . .	\$2,024,697.45
297,086.57	Cost of Equipment (p. 195), . . . . .	297,086.57
101,500.00	Lands owned, . . . . .	101,500.00
\$2,423,284.02	Grand Total, . . . . .	\$2,423,284.02

Total, June 30, 1896.	Liabilities.	Total, June 30, 1897.
\$2,000,000.00	Capital Stock (p. 193), . . . . .	\$2,000,000.00
150,000.00	Funded Debt (p. 194), . . . . .	150,000.00
500.00	Accrued Interest on Funded Debt not yet payable, . . . . .	500.00
272,784.02	Profit and Loss, . . . . .	272,784.02
\$2,423,284.02	Grand Total, . . . . .	\$2,423,284.02

**Security for Funded Debt (p. 194).**

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.
	From—	To—	Miles.	
First Mortgage,	Naugatuck Junc.	Winsted.	56.55	\$2,653.00

**Employees and Salaries.**

Included in report of Lessee, The New York, New Haven & Hartford Railroad Company.

**Passenger and Freight, and Train Mileage.**

Included in report of Lessee, The New York, New Haven & Hartford Railroad Company.

**Freight Traffic Movement.**

Included in report of Lessee, The New York, New Haven & Hartford Railroad Company.

**Description of Equipment.**

Included in report of operating company, The New York, New Haven & Hartford Railroad Company.

**Mileage.**

Mileage of line operated (all tracks) included in report of Lessee, The New York, New Haven & Hartford Railroad Company.

**MILEAGE OF LINE OWNED.**

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Connecticut,	56.55	4.44	60.99	60.99

**Renewals of Ties and Rails.**

Included in report of Lessee, The New York, New Haven & Hartford Railroad Company.

**Consumption of Fuel by Locomotives.**

Included in report of Lessee, The New York, New Haven & Hartford Railroad Company.

**Accidents to Persons.**

Included in report of Lessee, The New York, New Haven & Hartford Railroad Company.

## Characteristics of Road.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		
From—	To—	Miles.	Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.
Naugatuck Junc. Watertown	Winsted. Waterbury.	56.55 4.44 }	252	34.39	26.60
Total, . . . . .		60.99	252	34.39	26.60

## PROFILE.

Length of Level Line.  Miles.	ASCENDING GRADES.			DESCENDING GRADES.		
	No.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	No.	Sum of Descents. Feet.	Aggregate Length of Descending Grades. Miles.
9.99	69	1,148	40.34	45	236	11.56

## BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Bridges:							
Stone,	5	57	..	9	.	14	..
Iron,	26	1,689	6	12	..	293	..
Wooden,	15	681	..	12	..	102	..
Total,	46	2,427	6	..	..	..	..
Trestles,	13	2,708	..	25	..	954	..



## OVERHEAD HIGHWAY CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Bridges. . . . .	4	16	01

GAUGE OF TRACK — 4 feet, 8½ inches ; 60.99 miles.

## Telegraph.

Owned by another company, but located on property of road making this report:

Miles of Line.	Name of Owner.	Name of Operating Company.
60.99	Western Union Telegraph Co.	Western Union Telegraph Co.

## Oath.

STATE OF CONNECTICUT,     )  
COUNTY OF NEW HAVEN,    ) ss.

We, the undersigned, Wm. D. Bishop, President, and W. L. Squire, Treasurer, of the Naugatuck Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company: that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

WM. D. BISHOP,  
*President.*

W. L. SQUIRE,  
*Treasurer.*

Subscribed and sworn to before me this 9th day of September, 1897.

A. S. MAY,  
*Notary Public.*

# THE NEW ENGLAND RAILROAD COMPANY.

## History.

Name of common carrier making this report ? The New England Railroad Company.

Date of organization ? August 26, 1895.

Under laws of what Government, State, or Territory organized ? Massachusetts, Laws of 1895 Chapter 484. Connecticut, Laws of 1895, page 8.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized :

Formed by the organization of the purchasers, and the associates of the purchasers, of the property and franchises of The New York & New England Railroad Company, said property and franchises having been sold under decrees of courts for the foreclosure of the second mortgage of the said railroad company, and having been transferred by the aforesaid purchasers to The New England Railroad Company, in consideration of the issue of its preferred stock in the sum of five million dollars (\$5,000,000), and of its common stock in the sum of twenty million dollars (\$20,000,000).

## NOTE.

Memorandum of laws confirming the organization of The New York & New England Railroad Company, and acts amendatory thereto :

### MASSACHUSETTS.

Laws of 1873, chapter 289 ; laws of 1880, chapter 17 ; laws of 1880, chapter 260 ; laws of 1882, chapter 240 ; laws of 1884, chapter 85 ; laws of 1887, chapter 201 ; laws of 1888, chapters 81 and 301 ; laws of 1889, chapter 348 ; laws of 1890, chapter 340.

### CONNECTICUT.

Laws of 1873, vol. 7, p. 466 ; laws of 1875, vol. 7, p. 913 ; laws of 1877, vol. 8, pp. 67 and 72 ; laws of 1880, vol. 8, p. 353 ; laws of 1880, vol. 8, p. 411 ; laws of 1881, vol. 9, p. 64 ; laws of 1882, vol. 9, p. 676 ; laws of 1884, vol. 9, p. 999 ; laws of 1889, vol. 9, p. 1107.

### RHODE ISLAND.

Laws of 1873, p. 13 ; laws of 1882, p. 223 ; laws of 1884, p. 204.

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### Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
FRANCIS L. HIGGINSON,	Boston, Mass.,	October 28, 1897.
N. W. RICE,	" "	" "
CHARLES L. LOVERING,	" "	" "
JESSE METCALF,	Providence, R. I.,	" "
GORHAM P. POMROY,	" "	" "
FREDERICK J. KINGSBURY,	Waterbury, Conn.,	" "
D. S. PLUME,	" "	" "
CHARLES P. CLARK,	New Haven, Conn.,	" "
ROBERT BACON,	New York, N. Y.,	" "
JOHN W. DOANE,	Chicago, Ill.,	" "
EDWARD D. ROBBINS,	Hartford, Conn.,	" "

Total number of stockholders at date of last election. 863.

Date of last meeting of stockholders for election of directors? October 22, 1896.

Post-office address of general office? 180 Summer St., Boston, Mass.

Post-office address of operating office? " " "

Name and address of officer to whom correspondence regarding this report should be addressed? W. H. Dudley, Auditor, 180 Summer St., Boston, Mass.

### Officers.

Title.	Name.	Location of Office.
President,	CHARLES P. CLARK,	New Haven, Conn.
Vice-President,	EDWARD D. ROBBINS,	Hartford, "
Secretary,	JAS. W. PERKINS,	180 Summer St., Boston, Mass.
Treasurer,	GEO. B. PHIPPEN,	" " "
Asst. Counsel,	F. A. FARNHAM,	" " "
Auditor,	W. H. DUDLEY,	" " "
General Manager,	C. PETER CLARK,	" " "
Chief Engineer,	L. B. BIDWELL,	" " "
General Superintendent,	F. E. DEWEY,	" " "
Division Superintendent,	T. H. FENNELL,	Hartford, Conn.
" "	J. N. KING,	Providence, R. I.
" "	F. E. DEWEY,	180 Summer St., Boston, Mass.
" "	C. C. ELWELL,	Norwich, Conn.
Master Mechanic,	THOS. KEARSLEY,	Norwood Central, Mass.
General Freight Agent,	J. M. WILLIAMS,	180 Summer St., Boston, Mass.
General Passenger Agent,	W. R. BABCOCK,	" " "
Division Freight Agent,	C. M. BOWMAN,	Hartford, Conn.
Master Car Builder,	T. W. ADAMS,	Norwood Central, Mass.
Car Service Agent,	M. D. ANDERSON,	180 Summer St., Boston, Mass.



Property Operated.

Name of every railroad the operations of which are included in the Income Account (p. 205):

1. Railroad Line represented by Capital Stock; A. Main Line. B. Branches and Spurs. 2. Proprietary Companies whose entire Capital Stock is owned by this Company. 3. Line Operated under Lease for specified sum. 4. Line Operated under Contract, or where the rent is contingent upon earnings or other considerations. 5. Line Operated under Trackage Rights.

Name.	TERMINALS.		Miles of Line for each Road Named.	Miles of Line for each Class of Roads Named.
	From—	To—		
1. A. The New England, .	Boston, Mass.,	Hopew'l J'n, N. Y.,	214.98	
	Wicopee J'n, N. Y.	Fishkill Ldg., "	1.71	216.69
B. The New England, .	Providence, R. I.,	Willimantic, Ct.,	58.32	
	Cook st., Newton,	Woonsocket, R. I.,	28.67	
	E. Thompson, Ct.,	S'thbridge, Mass.,	17.36	
	Dedham J'n, Ms.,	Dedham, "	1.53	
	Islington, Mass.,	" "	2.00	
	Dorrance st. Tr'k	at Prov., R. I.,	.62	
	Freight Branch at	Hartford, Conn.,	.67	
	Melrose, Conn.,	West st., R'kville,	7.22	
	E. Hartford, Ct.,	Junc. B. & A. R.R.,		
		Spgfld., Mass.,	28.31	144.70
3. Norwich & Worcester, .	Allyn's Point, Ct.,	Worcester, "	66.16	
* R. I. & Mass. in Mass., .	Franklin, Mass.,	R. I. State Line,	4.53	
* " " " "	Mass. State Line,	" "	1.99	
* " " " in R. I., .	R. I. State Line,	Mass. State Line,	5.45	
	" " " "	Valley Falls, R. I.,	1.62	
Rockville, .	Vernon, Conn.,	Rockville, Conn.,	4.43	
Milford & Woonsocket. .	Bellingham, Ms.,	Ashland, Mass.,	15.32	
Milford, Frank'n & Prov.,	Franklin, Mass.,	Belling'm, Mass.,	4.65	
Providence & Springfield,	Providence, R. I.,	Douglas J'n, Ms.,	27.73	
* Woonsocket & Pascoag, .	Woonsocket, R. I.,	Harrisville, R. I.,	9.45	141.33
5. Newb'g, Dutch. & Conn., .	Hopew'l J'n, N. Y.,	Wicopee J'n, N. Y.,	10.95	
Boston & Albany, .	Junc. N. E. R. R.,	Sta. B. & A. R.R.,		
	Spgfld., Mass.,	Spgfld., Mass.,	.59	
New London Northern, .	Norwich, Conn.,	New London, Ct.,	13.50	25.04
Total Mileage operated, . . . . .				527.76

\* Operated under temporary arrangement.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common, . . .	200,000	\$100.00	\$20,000,000.00	\$20,000,000.00
Preferred, . . .	50,000	100.00	5,000,000.00	5,000,000.00
Total, . . .	250,000	.....	\$25,000,000.00	\$25,000,000.00

**Capital Stock.—Continued.**

Manner of Payment for Capital Stock.	Number of Shares Issued during Year.	Total Number Shares Issued and Outstanding.
Issued for Property Rights and Franchises:*		
Common, . . . . .	200,000	200,000
Preferred, . . . . .	50,000	50,000
Total, . . . . .	250,000	250,000

\* See Note 1.

**Funded Debt.**

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
Con. Mtge. Bonds, 1895	1895	1945	\$17,500,000	\$5,000,000	\$5,000,000	*

\* Issued for property rights and franchises (see Note 1).

**INTEREST.**

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
5 per cent.	January and July,	\$250,000.00	\$200,125.00

NOTE 1.—Issued under an act of the Legislature of the State of Connecticut, entitled "An Act to provide for the Incorporation of Purchasers of the Property and Franchises of The New York & New England Railroad Company," approved March 7, 1895; and in accordance with the third article and the fifth article of the Articles of Association set forth in the Certificate of Incorporation of The New England Railroad Company, filed in the office of the Secretary of State of the State of Connecticut, in compliance with the act aforesaid.

NOTE 2.—The New England Railroad Company holds its title subject to a mortgage given by The New York & New England Railroad Company, dated January 1, 1876, for \$10,000,000, maturing January 1, 1905; and holds a portion of its Boston Terminals subject to mortgages given by The New York & New England Railroad Company for \$1,500,000 (see balance sheet). Interest accrued during the year, \$720,000; interest paid during the year, \$693,300.

Other underlying Mortgages on lands at Springfield, Mass., and at Hartford, Conn., amounting to \$36,800, given by The New York & New England Railroad Company have been paid during the year. Interest accrued during the year, \$1,616.20; interest paid during the year, \$2,617.00.

## Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year
Mortgage Bonds (p. 202),	\$5,000,000.00	\$5,000,000.00	\$250,000.00	\$200,125.00

## Current Assets and Liabilities.

Cash and Current Assets available for Payment of Current Liabilities.		Current Liabilities accrued to and including June 30, 1897.	
Cash, . . . . .	\$904,315.51	Loans and Bills Payable, . . . . .	\$100,000.00
Due from Agents, . . . . .	218,258.36	Audited Vouchers and Accounts, . . . . .	327,375.57
Due from Solvent Companies and Individuals, . . . . .	108,855.52	Wages and Salaries, . . . . .	32,419.39
		Net Traffic Balances due to other Companies, . . . . .	193,566.89
		Matured Interest Coupons unpaid (including Coupons due July 1st), . . . . .	385,520.00
		Rents due July 1st, . . . . .	450.00
Total Cash and Current Assets, . . . . .	\$1,231,429.39	Total Current Liabilities, . . . . .	\$1,039,331.85
Total, . . . . .	\$1,231,429.39	Balance Cash Assets, . . . . .	192,097.54
		Total, . . . . .	\$1,231,429.39

Materials and supplies on hand, \$369,840.27.

## Recapitulation.

a. For mileage owned by road making this report.

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 201),	\$25,000,000.00	\$25,000,000.00	361.39	\$69,178
Bonds (p. 202), . . . . .	5,000,000.00	5,000,000.00	361.39	13,835
Total, . . . . .	\$30,000,000.00	\$30,000,000.00	.....	\$83,013

Recapitulation — *Continued.*

b. For mileage operated by road making this report (trackage rights excluded) the operation of which are included in the Income Account (p. 205).

Name of Road.	Capital Stock.	Funded Debt.	Total.	AMT. PER MILE OF LINE.	
				Miles.	Amount.
The New England, . . . .	\$25,000,000.00	\$5,000,000.00	\$30,000,000.00	361.39	\$83,013
Norwich & Worcester, . . .	2,775,800.00	675,000.00	3,450,800.00	66.16	52,158
Rhode Island & Mass. in Mass.,	100,000.00	None.	100,000.00	6.52	15,337
Rhode Island & Mass. in R. I.,	180,000.00	None.	180,000.00	7.07	25,400
Rockville, . . . .	108,750.00	None.	108,750.00	4.43	24,549
Milford & Woonsocket, . . .	148,600.00	60,000.00	208,600.00	15.32	13,616
Milford, Franklin & Providence,	100,000.00	10,000.00	110,000.00	4.65	23,656
Providence & Springfield, . .	517,450.00	750,000.00	1,267,450.00	27.73	45,707
Woonsocket & Pascoag, . . .	200,000.00	100,000.00	300,000.00	9.45	31,746
Total, . . . . .	\$29,130,600.00	\$6,595,000.00	\$35,725,600.00	502.72	\$71,065

## Cost of Road, Equipment, and Permanent Improvements.

Item.	Exp'ditures dur'g year, not included in operating expenses, charged to construction or equipment.	Total Cost to June 30, 1896.	Total Cost to June 30, 1897.	Cost per Mile.
Construction:				
Right of way, . . . .	\$77,387.46			
Grading and Bridge & Culvert Masonry, . .	19,465.42			
Bridges and Trestles, . .	10,902.23			
Engineer'g Expenses, . .	8,929.33			
Sid'gs & Yard Ext'ns, . .	40,532.06			
Terminal Facilities and Elevators, . .	845,346.97			
Other items (see Note 1)	65,158.79			
Total Cost Construc- } tion, Equipm't, etc., }	\$1,067,722.26	\$30,005,000.00	\$27,768,171.67 (See Note 2.)	\$76,837.13

NOTE 1. — Electrical construction between Hartford and N. Britain, \$28,358.79  
 Underlying mortgages paid on lands at Springfield and Hartford, 36,800.00  
 \$65,158.79

NOTE 2. — Cost of Road, Equipments, and Permanent Improvements  
 at June 30, 1896 (p. 204), . . . . . \$30,005,000.00  
 Total additions, year ending June 30, 1897, . . . . . 1,067,722.26  
 Deductions, year ending June 30, 1897:  
 Cash received from the Boston Terminal Co. for the railroad  
 company's lands west of Fort Point channel, in Boston, Mass., 1,923,500.00  
 Net value of old material removed, . . . . . 19,952.03  
 \$1,943,452.03  
 Less payments for liens on Piper's Wharf, Richardson's Wharf,  
 Curtis's Wharf, to complete the purchase of said lands, . . . . . 555,163.33  
 \$1,388,288.70



Less remainder of amounts deposited out of amount received from the Boston Terminal Co., as above, under agreements with the Trustees of underlying mortgages of the New York & New England Railroad Company, to be reinvested in property to be purchased by The New England Railroad Company:

Amount deposited with the Boston Safe Deposit and Trust Company, trustee under the first mortgage of the New York & New England Railroad Company, . . . \$200,000.00

Amount reinvested in property purchased to June 30, 1897, . . . 74,009.27— \$125,990.73

Amount deposited with the American Loan & Trust Co., trustee under the Boston Terminal first mortgage of N. Y. & N. E. R. R. Co., . . . 214,000.00

Amount reinvested in land on B St., South Boston, Mass., . . . 94,000.00— 120,000.00 245,990.73

Net receipts to June 30, 1897, for Boston Terminal lands sold, . . . \$1,142,297.97

Cash, securities, and accounts received from the reorganization committee and from the receivers of the N. Y. & N. E. R. R. Co., less payments on account of said company, . . . 1,075,252.62

Value of bonds received from the reorganization committee of the N. Y. & N. E. R. R. Co., carried to bonds and stocks of other Co.'s:  
750 Prov. & Springfield R. R. Co.'s 1st mort. bds., \$750,000.00  
337 New England Equipment Co.'s mortgage bonds, 337,000.00— 1,087,000.00

Total deductions, . . . . . \$3,304,550.59

Net deductions, . . . . . 2,236,828.33

Grand total cost of road, equipment, and permanent improvements, June 30, 1897, . . . . . \$27,768,171.67

#### Income Account.

Gross Earnings from Operation (p. 206), . . . . . \$5,237,190.73

Less Operating Expenses (p. 209), . . . . . 3,997,873.09

Income from Operation, . . . . . \$1,239,317.64

Miscellaneous Income, less Expenses (p. 207), . . . . . \$89,845.60

Income from Other Sources, . . . . . \$89,845.60

Total Income, . . . . . \$1,329,163.24

Deductions from Income:

Interest on Funded Debt accrued (p. 203), . . . . . \$250,000.00

Interest on Interest-bearing Current Liabilities accrued, not otherwise provided for, . . . . . 27,559.69

Interest on Real Estate Mortgages of The New York & New England Railroad Company, . . . . . 1,616.20

Rents Paid for Lease of Road (p. 209), . . . . . 308,865.31

Taxes, . . . . . 263,216.99

Other Deductions (see note), . . . . . 720,000.00

Total deductions from Income, . . . . . 1,571,258.19

Deficit, . . . . . \$242,094.95

Deficit from Operations of Year ending June 30, 1897, . . . . . \$242,094.95

Surplus on June 30, 1896 [from "General Balance Sheet," 1896 Report], . . . . . 7,326.05

Deficit from Operations, June 30, 1897, . . . . . \$234,768.90

Deductions for Year:

Worthless Accounts and Balances written off, . . . . . 227.50

Deficit on June 30, 1897 [for entry on "General Balance Sheet" (p. 210)], . . . . . \$234,996.40

NOTE.—Interest accrued on underlying mortgages given by The New York & New England Railroad Company (see note, p. 202).

## Earnings from Operation.

Item.	Total Receipts.	Deductions, Acc. of Repay- ments, etc.	Actual Earnings.
Passenger — Passenger Revenue, . . . . .	\$1,686,210.50		
Less repayments: Tickets redeemed, . . . . .		\$1,768.20	
Excess Fares refunded, . . . . .		12,638.60	
Total Deductions, . . . . .		\$14,406.80	
Total Passenger Revenue, . . . . .			\$1,671,803.70
Mail, . . . . .			61,610.75
Express, . . . . .			118,864.97
Extra Baggage and Storage, . . . . .			17,251.83
Other items, . . . . .			41,087.41
Total Passenger Earnings, . . . . .			\$1,910,618.66
Freight: Freight Revenue, . . . . .	3,236,344.69		
Less repayments: Overcharge to Shippers, other repayments, . . . . .		74,093.12	
Total Deductions, . . . . .		\$74,093.12	
Total Freight Revenue, . . . . .			3,162,251.57
Elevators, . . . . .			6,705.13
Other items, . . . . .			149,783.45
Total Freight Earnings, . . . . .			\$3,318,740.15
Total Passenger and Freight Earn- ings, . . . . .			\$5,229,358.81
Other Earnings from Operation:			
Rents from Tracks, Yards, and Term- inals (p. 207), . . . . .			3,803.45
Other sources, . . . . .			4,028.47
Total Other Earnings, . . . . .			\$7,831.92
Total Gross Earnings from Operation, } Entire Line, . . . . . }			\$5,237,190.73

## Stocks Owned.

Name.	Total Par Value.	Valuation.
RAILWAY STOCKS.		
Woonsocket & Pascoag Railroad Company, . . . . .	\$200,000.00	\$100,000.00
OTHER STOCKS.		
The Boston Terminal Company, . . . . .	100,000.00	100,000.00
Total, . . . . .	\$300,000.00	\$200,000.00

## Bonds Owned.

Name.	Total Par Value.	Valuation.
RAILWAY BONDS.		
Providence & Springfield Railroad Company,	\$750,000.00	\$750,000.00
OTHER BONDS.		
New England Equipment Company, . . . . .	383,000.00	383,000.00
Total, . . . . .	\$1,133,000.00	\$1,133,000.00

## Rentals Received.

Rentals received from lease of tracks, yards, and terminals:

Description of Property.	Situation of Property Leased.	Name of Company using Property Leased.	Total.
Tracks (see note):	Providence, R. I., to Willimantic, Conn.	N. Y., N. H. & H. R. R. Co.	\$146.25
	Wicopee Junction, N. Y., to Fishkill Land'g, "	Newburgh, Dutchess & Conn. R. R. Co.	7.20
Terminals:	Worcester, Mass.	N. Y., N. H. & H. R. R. Co.	375.00
	" "	Boston & Maine R. R. Co.	1,000.00
	Willimantic, Conn.	N. Y., N. H. & H. R. R. Co.	175.00
	" "	Central Vermont R. R. Co.	900.00
	Milford, Mass.	Grafton & Upton R. R. Co.	1,200.00
Total Rents Received, . . . . .			\$3,803.45

NOTE.—Temporary privileges.

## Miscellaneous Income.

Item.	Net Miscellaneous Income.
Rents, etc , . . . . .	\$24,999.62
Interest, . . . . .	64,845.98
Total, . . . . .	\$89,845.60

## Operating Expenses.

Item.	Amount.
Maintenance of Way and Structures:	
Repairs of Roadway, . . . . .	\$359,478.31
Renewals of Rails, . . . . .	81,273.06
Renewals of Ties, . . . . .	145,776.14
Repairs and Renewals of Bridges and Culverts, . . . . .	58,494.82
Repairs and Renewals of Fences, Road Crossings, Signs, and Cattle Guards, . . . . .	25,595.78
Repairs and Renewals of Buildings and Fixtures, . . . . .	59,599.73
Repairs and Renewals of Docks and Wharves, . . . . .	13,452.12
Repairs and Renewals of Telegraph, . . . . .	277.84
Stationery and Printing, . . . . .	376.34
Other Expenses, . . . . .	14,944.56
Total,	\$759,268.70
Maintenance of Equipment:	
Superintendence, . . . . .	\$21,168.33
Repairs and Renewals of Locomotives, . . . . .	219,393.03
Repairs and Renewals of Passenger Cars, . . . . .	104,600.56
Repairs and Renewals of Freight Cars, . . . . .	205,151.93
Repairs and Renewals of Work Cars, . . . . .	5,583.10
Repairs and Renewals of Marine Equipment, . . . . .	7,812.48
Repairs and Renewals of Shop Machinery and Tools, . . . . .	21,623.30
Stationery and Printing, . . . . .	493.33
Other Expenses, . . . . .	15,198.94
Total,	\$601,025.00
Conducting Transportation:	
Superintendence, . . . . .	\$80,658.30
Engine and Roundhouse Men, . . . . .	366,687.92
Fuel for Locomotives, . . . . .	454,508.12
Water Supply for Locomotives, . . . . .	29,587.34
Oil, Tallow, and Waste for Locomotives, . . . . .	13,053.26
Other Supplies for Locomotives, . . . . .	5,940.13
Train Service, . . . . .	275,374.96
Train Supplies and Expenses, . . . . .	50,202.18
Switchmen, Flagmen, and Watchmen, . . . . .	198,712.39
Telegraph Expenses, . . . . .	77,730.36
Station Service, . . . . .	392,456.24
Station Supplies, . . . . .	38,415.26
Car Mileage—Balance, . . . . .	145,848.45
Hire of Equipment—Balance, . . . . .	6,970.33
Loss and Damage, . . . . .	18,310.39
Injuries to Persons, . . . . .	13,473.46
Clearing Wrecks, . . . . .	4,799.78
Operating Marine Equipment, . . . . .	74,098.45
Advertising, . . . . .	7,571.60
Outside Agencies, . . . . .	15,444.04
Commissions, . . . . .	230.85
Stock Yards and Elevators, . . . . .	753.29
Rents for Tracks, Yards, and Terminals (p. 210), . . . . .	116,386.43
Rents of Buildings and other Property, . . . . .	22,104.06
Stationery and Printing, . . . . .	24,724.04
Other Expenses, . . . . .	7,774.06
Total,	\$2,441,815.69



Operating Expenses.—*Continued.*

Item.	Amount.
General Expenses:	
Salaries of General Officers, . . . . .	\$50,600.04
Salaries of Clerks and Attendants, . . . . .	70,667.73
General Office Expenses and Supplies, . . . . .	16,502.95
Insurance, . . . . .	27,120.22
Law Expenses, . . . . .	22,787.75
Stationery and Printing (General Offices), . . . . .	4,901.00
Other Expenses, . . . . .	3,184.01
Total,	\$195,763.70
Recapitulation of Expenses:	
Maintenance of Way and Structures, . . . . .	759,268.70
Maintenance of Equipment, . . . . .	601,025.00
Conducting Transportation, . . . . .	2,441,815.69
General Expenses, . . . . .	195,763.70
Grand Total, . . . . .	\$3,997,873.09
Percentage of Expenses to Earnings—Entire Line, . . . . .	76.34

## Rentals Paid.

## a. Rents paid for lease of road.

Name of Road.	Cash.	Total.
Norwich & Worcester, . . . . .	\$253,517.31	\$253,517.31
Rhode Island & Massachusetts in Massachusetts, . . . . .	10,000.00	10,000.00
“ “ in Rhode Island, . . . . .	10,000.00	10,000.00
Rockville, . . . . .	3,650.00	3,650.00
Milford & Woonsocket, . . . . .	3,750.00	3,750.00
Milford, Franklin & Providence, . . . . .	2,250.00	2,250.00
Providence & Springfield, . . . . .	20,698.00	20,698.00
Woonsocket & Pascoag, . . . . .	5,000.00	5,000.00
Total Rents, . . . . .	\$308,865.31	\$308,865.31

Rentals Paid — *Continued.*

b. Rents paid for lease of tracks, yards, and terminals.

Designation and Situation of Property Leased.	Name of Company owning Property Leased.	Total.
<b>Tracks:</b>		
Norwich, Ct., to N. London, Ct.,	New London Northern R. R. Co.,	\$36,946.82
Hopewell Junction, N. Y., to Wicopee Junction, N. Y.,	Newburgh, Dutchess & Conn. "	40,201.93
<b>Terminals:</b>		
Boston, Mass., . . . .	Boston Wharf Co., . . . .	14,212.68
Worcester, Mass., . . . .	Boston & Albany Railroad Co., .	8,000.00
Ashland, Mass., . . . .	" " " "	850 00
Springfield, Mass., . . . .	" " " "	5,000.00
Southbridge, Mass., . . . .	Central Mills Co., . . . .	25.00
Providence, R. I., . . . .	N. Y., N. H. & H. R. R. Co., .	1,400.00
New London, Conn., . . . .	New London Northern " . . . .	9,450.00
Fishkill, N. Y., . . . .	Homer Ramsdell, . . . .	300.00
Total Rents, . . . . .		\$ 116,386.43

## Comparative General Balance Sheet.

Total, June 30, 1896.	Assets.	Total, June 30, 1897.	Increase, Year ending June 30, 1897.	Decrease, Year ending June 30, 1897.
\$30,005,000.00	{ Cost of Road (p. 204). . . . . Cost of Equipment (p. 204), . . . . }	\$27,768,171.67	.....	\$2,236,828.33
	Underlying Liens, being Mortgages of the New York & New England R. R. Co.,	11,500,000.00	\$11,500,000.00	
	Stocks Owned (p. 206). . . . .	200,000.00	200,000.00	
	Bonds Owned (p. 207). . . . .	1,133,000.00	1,133,000.00	
1,002,536.62	Cash and Current Assets (p. 203), . . . .	1,231,423.39	228,902.77	
379,945.95	Materials and Supplies, . . . .	369,840.27	.....	10,105.68
	Expenditures undistributed (Taxes, Insurance, etc.), chargeable in fiscal year of 1897 and 1898, . . . .	129,594.12	129,594.12	
	Profit and Loss (p. 205), . . . .	234,996.40	234,996.40	
\$31,387,472.57	Grand Total. . . . .	\$42,567,031.85	\$11,179,559.28	.....
Total, June 30, 1896.	Liabilities.	Total, June 30, 1897.	Increase, Year ending June 30, 1897.	Decrease Year ending June 30, 1897.
\$25,000,000.00	Capital Stock (p. 201). . . . .	\$25,000,000.00		
5,005,000.00	Funded Debt (p. 202). . . . .	5,000,000.00		\$5,000.00
	Mortgage Debt of the New York & New England Railroad Co., . . . .	11,500,000.00	\$11,500,000.00	
1,064,335.70	Current Liabilities, . . . .	1,039,331.85		25,003.85
	Accrued Interest on Funded and other			
20,144.72	Debt not yet payable, . . . .	16,125.00		4,019.72
7,751.00	Accrued Rentals not yet payable, . . . .	11,575.00	3,825.00	
282,856.10	Credit Balance, . . . .			282,856.10
7,226.05	Profit and Loss, . . . .			7,226.05
\$31,387,472.57	Grand Total. . . . .	\$42,567,031.85	\$11,179,559.28	

### Important Changes During the Year.

That portion of the company's terminals situated west of Fort Point Channel in Boston, Mass., has been sold to the Boston Terminal Company for the erection of a union passenger station, for the accommodation of all roads entering Boston on the south. The New England Railroad Company having temporarily transferred its passenger business to the station of the Old Colony System of The New York, New Haven & Hartford Railroad Company on Kneeland Street.

The lease of the Norwich & Worcester Railroad to The New York & New England Railroad Company, adopted by The New England Railroad Company, has been modified by an agreement, dated December 31, 1896. A copy of the agreement is filed herewith, to wit:

Agreement between the Norwich & Worcester Railroad Company and The New England Railroad Company in regard to the lease of the Norwich & Worcester Railroad to the Boston, Hartford & Erie Railroad Company.

Whereas, The New England Railroad Company has succeeded to the rights of The Boston, Hartford & Erie Railroad Company, under a certain indenture of lease made the ninth day of February, 1869, between the Norwich & Worcester Railroad Company and said The Boston, Hartford & Erie Railroad Company, and also to the rights of The New York & New England Railroad Company, under an agreement regarding said lease, dated April 26, 1886, between The New York & New England Railroad Company and the Norwich & Worcester Railroad Company, without prejudice to have certain other modifications of said lease made whenever the lessees should be in a condition financially to fairly demand such modifications (which indenture of lease, dated the 9th day of February, 1869, as modified by said agreement, dated April 26, 1886, is hereinafter referred to as "said indenture"); and

Whereas, It is considered to be for the advantage of both of the parties hereto and of the public that certain modifications of said indenture should be made upon certain conditions,

Now, Therefore, It is hereby mutually covenanted and agreed between the Norwich & Worcester Railroad Company (hereinafter called the lessor) and The New England Railroad Company, (hereinafter called the lessee), that said indenture shall be further modified as follows:

1. The lessor hereby covenants and agrees that upon the written request of the lessee it will extend its railroad on the east side of the river Thames, from Norwich to a connection with the railroad of The New York, New Haven & Hartford Railroad Company, at, or near, Groton, as soon as it lawfully may, and that said extension of its railroad, together with all its other property (except its records and books of account) acquired since the execution of said indenture, together with all the property to be by it hereafter acquired, shall be in all respects subject to the terms of said indenture as herein modified, as fully as if it had been at the time of the execution thereof a part of the property therein specifically described.

2. The lessor, having acquired all the shares of the capital stock of The Norwich & New York Transportation Company, covenants and agrees

that all the property represented thereby, including the steamboats, *City of Lawrence*, *City of Worcester*, and *City of Lowell*, and their equipments, shall be included with the other property of the lessor, subject to the terms of said indenture, as herein modified, so far as it lawfully may. The lessee covenants and agrees that during the continuance of said lease it will make such expenditures upon the demised property (including the property of The Norwich & New York Transportation Company, as well as that of the Norwich & Worcester Railroad Company), as will keep said property, regarded as a whole, in as good condition as it now is.

3. It is mutually agreed that the value shown by an inventory of the personal property of the Norwich & Worcester Railroad Company, made by P. St. M. Andrews and William M. Parker, to wit: \$630,620.32, shall be the amount for which the lessees shall be accountable at the end of the term mentioned in said indenture, or its earlier termination for any cause, in lieu of the provisions of the said indenture in relation thereto, and the lessee agrees that it will furnish all equipment which may be necessary for the operation of the lessor's property.

4. It is mutually covenanted and agreed that the lessee may sublet or sell any part of the demised property not needed for the use of the railroad or steamboats, including the repair shops at Norwich, provided the terms of any sale of real estate shall be approved by the directors of the lessor, and provided that the proceeds of such sale shall be deposited in some Trust Company to the credit of an improvement fund, to be applied by the lessee to such improvement of the leasehold estate as may be approved by the directors of the lessor.

5. It is hereby covenanted and agreed that the provisions in said indenture for a managing agent, and for the collection, custody, and disbursement of the income and earnings of said leased property, and for accounting therefor, shall henceforth cease to be in force. And the lessor grants unto the lessee during the term of said indenture the unqualified right to demand, collect, and receive for the lessee's own use and benefit all the tolls, income, and profits to be derived from the demised property and the operation of the railroads and steamboats of the lessor and The Norwich & New York Transportation Company. The provisions of this paragraph are, however, subject to the condition that they shall become void and of no effect, if the lessee shall at any time fail to pay the interest on the bonded indebtedness of the lessor, when the same falls due, or to make any quarterly payment of rent in the manner hereinafter stipulated, and in that event the above-described provisions of the original indenture shall be again in full force and effect.

6. Whereas, The lessor has, since the execution of the original indenture, issued additional shares of its capital stock, so that its capital stock consists now of twenty-seven thousand, six hundred and ninety-two shares, and whereas the lessor has also incurred for various purposes, including the purchase of all the remaining shares of the capital stock of The Norwich & New York Transportation Company, a floating debt amounting to \$300,000, and has guaranteed the floating debt of said transportation company amounting to \$300,000, all of which floating indebtedness it is desirable to fund, it is hereby mutually covenanted and agreed that the provisions in said indenture in regard to permanent improvements of the demised property, and in regard to the payments to be made as rental by the lessee shall cease to be in force, and in lieu thereof it is hereby mutually covenanted and agreed that the lessee shall pay to the lessor as the same shall become due, as rental for the property demised, the interest on said floating debt loaned and guaranteed by the lessor, until said indebtedness shall be refunded as hereinafter provided, and all the interest on the bonds of the lessor now outstanding and upon other bonds issued as hereinafter provided, as the same shall become due, and also shall pay to the treasurer or other qualified agent of the lessor, on the last secular day of the months of September, December, March, and June in each year, so long as said lease shall continue in force, a sum equal to



two dollars upon each share of the capital stock of the lessor now issued as aforesaid, or hereafter issued in accordance with the provisions of this instrument. The lessor covenants and agrees that it will from time to time lawfully issue its bonds or stock, or both, as may be agreed by the directors of the parties hereto when requested by the lessee for any one or more of the following purposes:

(a) To pay for the construction and reconstruction of the lessor's railroad between Norwich and Groton,

(b) to pay for such permanent improvements on the demised property as may be approved, in writing, by the directors of the lessor,

(c) to discharge the floating indebtedness of the lessor and the indebtedness of The Norwich & New York Transportation Company, guaranteed by the lessor, and

(d) to take up or renew the bonds of the lessor. And the lessor also covenants and agrees that it will not issue any stock or any bonds or create any indebtedness or lien upon said demised premises or property or any part thereof, except in accordance with a vote of the directors of the lessor, and with the written consent of the lessee authorized by a vote of its board of directors.

7. This supplemental agreement shall be in force as of the first day of January, 1897.

8. It is understood that this agreement is made subject to legal approval and to ratification and approval by the stockholders of the lessor and lessee, respectively, and that the provisions of this agreement shall inure to the benefit of and be obligatory upon the successors and assigns of the respective parties hereto.

In Witness Whereof, the parties hereto, under the authority and direction of their respective Boards of Directors, have caused this instrument to be signed by their respective Presidents, and their corporate seals to be hereto affixed, this thirty-first day of December, A.D. 1896.

NORWICH & WORCESTER RAILROAD COMPANY.

[Seal.]

By A. G. BULLOCK, *President*.

THE NEW ENGLAND RAILROAD COMPANY.

[Seal.]

By CHARLES P. CLARK, *President*.

Witness:

Edward L. Davis, *to both signatures*.

Francis H. Dewey, *to both signatures*.

COMMONWEALTH OF MASSACHUSETTS, } ss.  
COUNTY OF WORCESTER.

On the thirty-first day of December, 1896, before me personally appeared A. G. Bullock, to me personally known, who, being by me duly sworn did say that he is the President of the Norwich & Worcester Railroad Company, and that the seal affixed to the foregoing instrument is the corporate seal of said Corporation, and that said instrument was signed and sealed in behalf of said Corporation by authority of its Board of Directors, and said A. G. Bullock acknowledged said instrument to be the free act and deed of said Corporation; and at the same time personally appeared before me, Charles P. Clark, to me personally known, who, being by me duly sworn, did say that he is the President of the New England Railroad Company, and that the seal affixed to the said instrument is the corporate seal of said last-named Corporation, and that said instrument was signed and sealed in behalf of said last-named Corporation by authority of its Board of Directors, and said Charles P. Clark acknowledged said instrument to be the free act and deed of said last-named Corporation.

[Seal.]

HALLECK BARTLETT, *Notary Public*.

The Milford & Woonsocket Railroad was leased to The New England Railroad Company under date of June 1, 1897, for five years from April 1, 1897, at a rental of \$4,200 per year, with provisions for an increased rental when the gross earnings shall reach a specified sum.

The Milford, Franklin & Providence Railroad was leased to The New England Railroad Company, under date of June 1, 1897, for five years, from April 1, 1897, at a rental of \$1,800 per year, with provision for an increased rental when the gross earnings shall reach a specified sum.

During the year additions have been made to the accounts, bonds owned and stocks owned, as follows:

750	Providence & Springfield Railroad Company's First Mortgage Bonds turned over to The New England Railroad Company by the Reorganization Committee of The New York & New England Railroad Company, . . . . .	\$750,000.00
383	Mortgage Bonds of the New England Equipment Company, . . . . . (337 bonds turned over to The New England Railroad Company by the Reorganization Committee of The New York & New England Railroad Company, and 46 bonds purchased by The New England Railroad Company.)	383,000.00
		<hr/>
		\$1,133,000.00
2000	shares of the Capital Stock of the Woonsocket & Pascoag Railroad Company (pledged as collateral to the company's note), . . . . .	\$100,000.00
1000	shares of the Capital Stock of The Boston Terminal Company, . . . . .	100,000.00
		<hr/>
		\$200,000.00

#### Contracts, Agreements, etc.

The Adams Express Company operates over all the mileage owned and leased by the railroad company, and pays to the railroad company a proportion of its earnings.

There are no mail contracts, but the railroad company carries mails under the government laws and regulations.

Parlor cars are run, some of which are owned by this company, and some by The New York, New Haven & Hartford Railroad Company, the through receipts and expenses being divided upon a mileage basis.

This company has arrangements with its connections for the joint interchange of traffic, with fast freight lines and railroads for through billing, and with railroads generally as to through tickets and rates.

The Western Union Telegraph Company operates all public telegraph wires, and transmits the messages of this company free.

This company has arrangements with the Southern New England Telephone Company, the New England Telephone and Telegraph Company, the Providence Telephone Company, and the Hudson River Telephone Company, for general office and station service at various points on its lines.

## Security for Funded Debt—(p. 202).

Class of Bond or Obligation.	What Road Mortgaged.	Miles.	Amount of Mortgage per Mile of Line
Consolidated Mortgage Bonds.	All property owned.	361.39	\$13,835 00

## Employees and Salaries.

Class.	No.	Total No. of Days Worked.	Total Yearly Compensation.	Av. Daily Compensation.
General Officers, . . . . .	8	2,542	\$48,700.04	\$19.16
Other Officers, . . . . .	23	5,286	48,480.17	9.17
General Office Clerks, . . . . .	105	31,107	69,672.54	2.24
Station Agents, . . . . .	182	58,419	96,189.70	1.65
Other Station Men, . . . . .	351	102,095	171,543.37	1.68
Enginemmen, . . . . .	187	52,069	200,100.11	3.84
Firemen, . . . . .	176	52,069	105,179.91	2.02
Conductors, . . . . .	103	32,836	100,026.94	3.05
Other Trainmen, . . . . .	308	88,511	177,336.86	2.00
Machinists, . . . . .	162	47,804	93,696.74	1.96
Carpenters, . . . . .	263	75,968	153,736.27	2.02
Other Shopmen, . . . . .	305	88,481	161,667.19	1.83
Section Foremen, . . . . .	108	33,681	60,847.19	1.81
Other Trackmen, . . . . .	631	183,497	247,509.69	1.35
Switchmen, Flagmen, and Watchmen, . . . . .	314	107,374	171,266.09	1.60
Telegraph Operators and Dispatchers, . . . . .	135	49,323	80,646.96	1.64
Employees—Account Floating Equipment, . . . . .	16	5,683	11,417.90	2.01
All other Employees and Laborers, . . . . .	644	202,279	370,354.05	1.83
Total (including "General Officers"), . . . . .	4,021	1,219,024	\$2,368,371.72	\$1.94
Less "General Officers," . . . . .	8	2,542	48,700.04	19.16
Total (excluding "General Officers"), . . . . .	4,013	1,216,482	\$2,319,671.68	\$1.91
Distribution of above:				
General Administration, . . . . .	113	33,649	118,372.58	3.52
Maintenance of Way and Structures, . . . . .	739	217,178	308,356.88	1.42
Maintenance of Equipment, . . . . .	732	212,863	414,266.87	1.95
Conducting Transportation, . . . . .	2,437	755,334	1,527,375.39	2.02
Total (including "General Officers"), . . . . .	4,021	1,219,024	\$2,368,371.72	\$1.94
Less "General Officers," . . . . .	8	2,542	48,700.04	19.16
Total (excluding "General Officers"), . . . . .	4,013	1,216,482	\$2,319,671.68	\$1.91

## Passenger, Freight, and Train Mileage.

Item	Tonnage, No. Passengers, No. Trains, Mileage, No. Cars.	REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
No. of passengers carried earning revenue,	7,078,092			
No. of passengers carried one mile,	84,749,948			
No. pass'ngs carried 1 mile per mile of road,	160,584			
Average distance carried,	11.97			
Total passenger revenue,		1,671,803	70	
Average amt. received from each passenger,			23	619
Average receipts per passenger per mile,			01	973
Total passenger earnings,		1,910,618	66	
Passenger earnings per mile of road,		3,620	24	
Passenger earnings per train mile,		1	05	068
Freight Traffic:				
No. tons carried of freight earning revenue,	3,077,243			
No. of tons carried one mile,	294,339,760			
No. tons carried one mile per mile of road,	557,715			
Average distance haul of one ton,	95.65			
Total freight revenue,		3,162,251	57	
Average amt. received for each ton of freight,		1	02	762
Average receipts per ton per mile,			01	074
Total freight earnings,		3,318,740	15	
Freight earnings per mile of road,		6,288	35	
Freight earnings per train mile,		2	25	621
Passenger and Freight:				
Passenger and freight revenue,		4,834,055	27	
Pass. and freight revenue per mile of road,		9,159	57	
Passenger and freight earnings,		5,229,358	81	
Pass. and freight earnings per mile of road,		9,908	59	
Gross earnings from operation,		5,237,190	73	
Gross earnings from operation per mile of road,		9,923	43	
Gross earnings from operation per train mile,		1	59	215
Operating expenses,		3,997,873	09	
Operating expenses per mile of road,		7,575	17	
Operating expenses per train mile,		1	21	539
Income from operation,		1,239,317	64	
Income from operation per mile of road,		2,348	26	
Train Mileage:				
Miles run by passenger trains,	1,816,356			
Miles run by freight trains,	1,464,642			
Miles run by mixed trains,	8,390			
Total Mileage Trains Earning Revenue,	3,289,388			
Miles run by switching trains,	848,104			
Miles run by construction and other trains,	493,940			
Grand Total Train Mileage,	4,631,432			
Mileage of loaded freight cars—North or East,	15,960,726			
Mileage of loaded freight cars—South or West,	10,640,484			
Mileage of empty freight cars—North or East,	3,419,492			
Mileage of empty freight cars—South or West,	7,978,814			
Average number of freight cars in train,	25.83			
Average number of loaded cars in train,	18.08			
Average number of empty cars in train,	7.75			
Average number of tons of freight in train,	200.10			
Average No. tons of freight in each loaded car,	11.06			



## Freight Traffic Movement.

[Company's Material Excluded.]

Commodity.	Freight Originating on this Road.	Freight Re- ceived from Connecting Roads and Other Car- riers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
Products of Agriculture:				
Grain, . . . . .	14,998	165,323	180,321	5.86
Flour, . . . . .	3,463	43,543	47,006	1.53
Other Mill Products, . . . . .	20,290	60,618	80,908	2.63
Hay, . . . . .	2,953	27,426	30,379	.99
Tobacco, . . . . .	1,682	1,972	3,654	.12
Cotton, . . . . .	6,474	40,710	47,184	1.53
Fruit and Vegetables, . . . . .	12,101	18,693	30,794	1.00
Products of Animals:				
Live Stock, . . . . .	6,188	1,692	7,880	.26
Dressed Meats, . . . . .	1,187	10,176	11,363	.37
Other Packing-House Products, . . . . .	1,826	1,835	3,661	.12
Poultry, Game, and Fish, . . . . .	2,489	809	3,298	.11
Wool, . . . . .	32,727	7,460	40,187	1.30
Hides and Leather, . . . . .	8,060	53,366	61,426	1.99
Products of Mines:				
Anthracite Coal, . . . . .	126,975	318,829	445,804	14.49
Bituminous Coal, . . . . .	370,856	71,917	442,773	14.39
Coke, . . . . .	114	8,981	9,095	.29
Ores, . . . . .	1,915	219	2,134	.07
Stone, Sand, and other like articles,	149,650	21,484	171,134	5.56
Products of Forest:				
Lumber, . . . . .	59,813	120,493	180,306	5.86
Other Forest Products, . . . . .	32,245	14,980	47,225	1.53
Manufactures:				
Cotton and Woolen Fabrics, . . . . .	39,208	22,905	62,113	2.02
Petroleum and other Oils, . . . . .	12,838	6,458	19,296	.63
Sugar, . . . . .	13,501	1,945	15,446	.50
Naval Stores, . . . . .	251	81	332	.01
Iron, Pig and Bloom, . . . . .	13,544	12,810	26,354	.86
Iron and Steel Rails, . . . . .	2,761	9,886	12,647	.41
Other Castings and Machinery, . . . . .	43,688	29,296	72,984	2.37
Bar and Sheet Metal, . . . . .	8,440	27,179	35,619	1.16
Cement, Brick, and Lime, . . . . .	125,059	32,408	157,467	5.12
Agricultural Implements, . . . . .	222	391	613	.02
Wagons, Carriages, Tools, etc., . . . . .	2,208	1,201	3,409	.11
Wines, Liquors, and Beers, . . . . .	14,828	10,830	25,658	.83
Household Goods and Furniture, . . . . .	5,070	3,557	8,627	.28
Boots and Shoes, . . . . .	15,831	697	16,528	.54
Merchandise, . . . . .	24,924	230,763	755,687	24.56
Miscellaneous — Other commodities not mentioned above, . . . . .	3,460	14,471	17,931	.58
Total Tonnage — Entire Line, . . . . .	1,681,839	1,395,404	3,077,243	100.

## Description of Equipment.

Item	Total No. at end of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Name.	No.	Name.
Locomotives — Owned and Leased:					
Passenger, . . . . .	67	67	{ 62 West'ghouse,	.....	
Freight, . . . . .	105	89	{ 5 New York.	.....	
Switching, . . . . .	27		Westinghouse.	.....	
			.....		
Total Locomotives in Serv.,	199	156	.....		
Total Locomotives Owned, Cars — Owned and Leased:	199	156	.....		
In Passenger Service —					
First-class Cars, . . . .	176	176	{ 170 Westg.		
Combination Cars, . . .	51	51	{ 6 New York.	176	Miller.
Dining Cars, . . . . .	3	3	{ 49 Westg.		
Parlor Cars, . . . . .	3	3	{ 2 New York-	51	"
Baggage, Express, and Pos-			Westinghouse.	3	"
tal Cars, . . . . .	28	28	"	3	"
Other Cars in Passenger					
Service, . . . . .	6	6	"	28	"
				6	"
Total, . . . . .	267	267	.....	267	
In Freight Service —					
Box Cars, . . . . .	1,455	584	Westinghouse.	683	See Table, p. 219.
Flat Cars, . . . . .	254	4	"	26	" "
Coal Cars, . . . . .	1,531	150	"	285	" "
Other Cars in Freight Serv.,	482	.....	.....		
Total, . . . . .	3,722	738	.....	994	
In Company's Service —					
Officers' and Pay Cars, .	2	2	Westinghouse.	2	Miller.
Derrick Cars, . . . . .	3	.....	.....		
Caboose Cars, . . . . .	66	.....	.....		
Other Road Cars, . . . .	7	4	Westinghouse.	4	"
Total, . . . . .	78	6	.....	6	
Total Cars in Service, .	4,067	1011	.....	1,267	
Total Cars Owned, . . .	4,067	1011	.....	1,267	

## FREIGHT CARS EQUIPPED WITH AUTOMATIC COUPLERS.

	Box Cars.	Flat Cars.	Coal Cars.
Janney, . . . . .	2		
Gould, . . . . .	21		
Tower, . . . . .	209	14	237
American, . . . . .	324	12	37
Dowling, . . . . .	24		
Trojan, . . . . .	16		1
Buckeye, . . . . .	36		
Norton, . . . . .	32		10
Little Giant, . . . . .	7		
Standard, . . . . .	2		
Empire, . . . . .	1		
Brown, . . . . .	1		
Miller, . . . . .	8		
Total, . . . . .	683	26	285

## Mileage.

## a. Mileage of road operated (all tracks):

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line Operated under Lease.	Line Operated under Trackage Rights.	Total Mileage Operated.	RAILS.	
	Main Line.	Branches and Spurs.				Iron.	Steel.
Miles of single track, . .	216.69	144.70	141.33	25.04	527.76	.....	502.72
Miles of second track, . .	114.34	.....	.....	.....	114.34	.....	114.34
Miles of yard track and sidings, . . . . .	142.58	39.08	41.66	.....	223.32	87.20	136.12
Total mileage operated,	473.61	183.78	182.99	25.04	865.42	87.20	753.18

## b. Mileage of line operated by States and Territories (single track):

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Line Operated under Lease.	Line Operated under Trackage Rights.	Total Mileage Operated.	RAILS.	
	Main Line.	Branches and Spurs.				Iron.	Steel.
Massachusetts, . . . .	52.05	51.38	46.36	.59	150.28	.....	149.69
Rhode Island, . . . .	.....	28.05	42.62	.....	70.67	.....	70.67
Connecticut, . . . . .	134.17	65.37	52.35	13.50	265.39	.....	251.89
New York, . . . . .	30.47	.....	.....	10.95	41.42	.....	30.47
Total mileage operated,	216.69	144.70	141.33	25.04	527.76	.....	502.72

**Mileage.—(Continued).***c.* Mileage of line owned by States and Territories (single track):

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Massachusetts, . . .	52.05	51.28	103.33	103.33
Rhode Island, . . .	.....	28.05	28.05	28.05
Connecticut, . . .	134.17	65.37	199.54	199.54
New York, . . .	30.47	.....	30.47	30.47
Total mileage owned,	216.69	144.70	361.39	361.39

**Renewals of Rails and Ties.****NEW RAILS LAID DURING YEAR.**

Kind.	Tons.	Weight per Yard.	Average Price per Ton at Distributing Point.
Steel, . . . .	3,378	79 lbs.	\$29.50

**NEW TIES LAID DURING YEAR.**

Kind.	Number.	Average Price at Distributing Point.
Hard Pine, Chestnut, and Oak, . . . .	263,143	41 cents.

**Consumption of Fuel by Locomotives—Entire Line.**

Locomotives.	Bituminous Coal—Tons.	Total Fuel Consumed— Tons.	Miles Run.	Average Pounds Con- sumed per Mile.
Passenger, . . .	57,837.40	57,837.40	1,861,704	62.13
Freight, . . .	103,680.00	103,680.00	1,835,842	112.95
Switching, . . .	30,249.00	30,249.00	852,662	70.95
Construction, . . .	3,815.10	3,815.10	81,224	93.94
Total, . . .	195,581.50	195,581.50	4,631,432	84.46
Average cost at distr. point,	\$2.37			



## Accidents to Persons.

## EMPLOYEES.

Kind of Accident.	TRAINMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and Uncoupling, Falling from Trains and Engines, . . . . .	..	12	..	2	..	14
Overhead Obstructions, .	3	6	..	1	3	7
Collisions, . . . . .	..	2	..	..	..	2
Derailments, . . . . .	..	1	..	..	..	1
Other Train Accidents, .	..	..	..	2	..	2
Other Causes, . . . . .	1	5	..	..	1	5
	..	16	..	4	..	20
Total, . . . . .	4	42	..	9	4	51

## OTHERS.

Kind of Accident.	PASSENGERS.		TRESPASSING.		NOT TRESPASSING.		TOTAL.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
At Highway Crossings, .	..	..	..	..	..	3	..	3
At Stations, . . . . .	..	1	..	..	..	..	..	1
Other Causes, . . . . .	..	7	17	22	1	2	18	24
Total, . . . . .	..	8	17	22	1	5	18	27

## EMPLOYEES.

Details of Accidents to Persons.	TRAINMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
Other Causes:						
Lumber shifting on car, . . . . .	..	1	..	..	..	1
Slipping and falling on rail, . . . . .	..	2	..	..	..	2
Struck by switch, . . . . .	..	1	..	..	..	1
Loading and unloading freight, . . . . .	..	3	..	1	..	4
Jumping on and off trains, . . . . .	..	3	..	..	..	3
Dumping coal on engine, . . . . .	..	1	..	..	..	1
Throwing switches, . . . . .	..	1	..	..	..	1
Struck by train while standing on track, . . . . .	..	1	..	..	..	1

Accidents to Persons. — *Continued.*

## EMPLOYES. — (CONTINUED.)

Details of Accidents to Persons.	TRAINMEN.		OTHER EMPLOYES.		TOTAL.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
Other Causes:						
Foot caught in switch, . . . .	..	1	..	..	..	1
Falling from bridge, . . . .	..	2	..	1	..	3
Hand caught in hook, . . . .	..	..	..	1	..	1
Icicle falling from roof, . . . .	..	..	..	1	..	1
Total, . . . . .	..	16	..	4	..	20

Details of Accidents to Persons.	TRAINMEN.		TOTAL.	
	Killed.	Injur'd.	Killed.	Injur'd.
Other Train Accidents:				
Coupling air hose, . . . . .	1	..	1	..
Train breaking apart and coming together, . . . .	..	2	..	2
Air hose bursting, . . . . .	..	1	..	1
Fire in electric cars, . . . . .	..	1	..	1
Staking cars, . . . . .	..	1	..	1
Total, . . . . .	1	5	1	5

## OTHERS.

Details of Accidents to Persons.	Passen- gers Injur'd.	TRESPASSING.		NOT TRESPASSING.		TOTAL.	
		Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
Other Causes:							
Car window falling, . . . .	2	..	..	..	..	..	..
Standing on car platform, . .	2	..	..	..	..	..	..
Jumping from train, . . . .	1	2	5	..	..	2	5
Falling from train, . . . .	1	..	..	..	..	..	1
Engine striking train too hard,	1	..	..	..	2	..	2
Walking on track, . . . .	..	13	6	..	..	13	6
Lying on track, . . . .	..	2	2	..	..	2	2
Stealing a ride, . . . .	..	..	3	..	..	..	3
Crawling under cars, . . . .	..	..	4	..	..	..	4
Driving on track, . . . .	..	..	2	..	..	..	2
Falling from bridge, . . . .	..	..	..	1	..	1	..
Total, . . . . .	7	17	22	1	2	18	24

# Characteristics of Road.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			Length of Level Line.	ASCENDING GRADES.			PROFILE.			DESCENDING GRADES.		
From —	To —	Miles.	Number of Curves.	Aggregate Length of Curved Line, Miles.	Length of Straight Line, Miles.		No.	Feet.	Sum of Ascents, Feet.	Aggregate length of Ascending Grades, Miles.	No.	Feet.	Sum of Descents, Aggregate length of Descending Grades, Miles.		
Boston,	Hopewell Junc.,	214.98	343	85.00	129.98	34.98	36	3,795.0	93.28	37	3,559.0	86.72			
Wicopée Junc.,	Fishkill Landing,	1.71	6	.97	.74	.56				1	63.0	1.15			
Providence,	Willimantic,	58.32	59	25.99	32.33	9.76	5	737.0	24.56	4	515.0	24.00			
Cook st., Newton,	Woonsocket,	28.67	30	6.96	21.71	6.91	10	423.0	11.69	10	372.0	10.07			
East Thompson,	Southbridge,	17.36	39	7.74	9.62	6.18	6	202.0	6.09	5	197.0	5.09			
Dedham Junc.,	Dedham,	1.53	4	.76	.77	*									
Islington,	Dedham,	2.00	1	.25	1.75	.29	2	22.0	.87	2	22.5	.84			
Dorrance St. Tr'k	at Providence,	.62	5	.10	.52	.38				1	4.0	.24			
Freight Branch at	Hartford,	.67	3	.32	.35	.67									
Melrose,	West st., R'kville,	7.22	13	2.01	5.21	2.73	3	208.0	3.38	3	45.0	1.11			
East Hartford,	Junc. at Sp'gfield,	28.31	28	5.04	23.27	5.31	15	305.0	8.21	15	327.0	14.79			
Allyn's Point,	Worcester,	66.16	107	22.48	43.68	13.78	14	143.0	11.72	16	624.0	40.66			
Franklin,	Valley Falls,	13.59	29	4.71	8.88	2.82	6	84.0	2.70	6	292.0	8.07			
Vernon,	Rockville,	4.43	10	1.49	2.94	.08	1	146.0	2.66	1	74.0	1.69			
Bellingham,	Ashland,	19.97	50	8.00	11.97	3.88	3	343.0	7.60	4	438.0	8.49			
Franklin,	Bellingham,														
Providence,	Douglas Junc.,	27.73	74	13.47	14.26	6.04	25	695.0	17.85	12	134.0	3.84			
Woonsocket,	Harrisville,	9.45	19	3.50	5.95	*									
Total,		502.72	820	188.79	313.93										

\* This company has no profile of the branches from Dedham Junction, Mass., to Dedham, Mass., or from Woonsocket, R. I., to Harrisville, R. I.

Characteristics of Road.—*Continued.*

## BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Bridges :							
Stone, .	48	955	..	6	..	50	..
Iron, . .	121	9,062	..	20	..	1,122	..
Wooden, .	123	10,206	3	10	..	481	..
Total, .	292	20,223	3	..	..	..	..
Trestles, .	55	11,367	..	25	..	1,398	..
Tunnels, .	5	1,307	..	137	..	340	..

## OVERHEAD CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Overhead Highway Crossings :			
Bridges, . . . . .	55	14	2
Trestles, . . . . .	40	14	4
Total, . . . . .	95	..	..
Overhead Railway Crossings:			
Bridges, . . . . .	4	14	1
Tunnels, . . . . .	5	16	..

GAUGE OF TRACK—4 feet, 8 $\frac{1}{4}$  inches ; 361.39 miles.



## Telegraph.

Owned by another company, but located on property of road making this report :

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company
488.37	7,770	Western Union Tel. Co.	Western Union Tel. Co.

## Car Mileage.

Paid or allowed for rolling stock not the property of railroads nor consigned for use by lease.

Name.	Description.	RATE PER MILE AND AMOUNT.		
		At $\frac{9}{10}$ of a Cent.	At $\frac{3}{4}$ of a Cent.	Total Amount.
Armour Car Lines, The	Box and Refrig.,	\$7.28	\$692 83	\$700.11
Arms Palace Horse Car Co.,	Stock,	33.64	.....	33.64
American Cereal Co. Despatch,	Box,	28.29	.....	28.29
Atlanta Stone, Coal & Lumber Line,	Flat,	2.59	.....	2.59
American Cotton Oil Co.,	Tank,	.....	23.16	23.16
American Refrigerator Co.,	Refrig.,	.....	85.44	85.44
Anglo-Am. Refrig. Car Co., Box and	Refrig.,	1.58	9.66	11.24
American Tank Line,	Tank,	.....	1.19	1.19
Blue Line,	Box,	1,233.56	.....	1,233.56
Brill, J. G., Co.,	Flat,	14.93	.....	14.93
Burton Stock Car Co.,	Stock,	20.40	.....	20.40
California Fruit Transportation,	Refrig.,	.....	33.10	33.10
Canada Southern Line,	Box,	340.34	.....	340.34
Canadian Pacific Despatch,	Box,	375.98	.....	375.98
Chicago Refrigerator Car Line,	Refrig.,	.....	12.08	12.08
Climax Tank Line,	Tank,	.....	1.79	1.79
Commerce Despatch Line,	Box,	1,547.76	.....	1,547.76
Central Equipment Co.,	Box,	5.25	.....	5.25
Chic., N. Y. & Boston Refrig. Co.,	Refrig.,	.....	11.96	11.96
Continental Fruit Express,	Refrig.,	.....	48.79	48.79
Cutting Car Co.,	Flat,	6.43	.....	6.43
Canada Cattle Car Company,	Stock,	8.21	.....	8.21
Cottolene Refrigerator Line,	Refrig.,	.....	6.42	6.42
Cold Blast Transportation Co.,	Refrig.,	.....	4.92	4.92
Cudahy Refrigerator Line,	Refrig.,	.....	2.88	2.88
Craig Oil Company,	Tank,	.....	14.85	14.85
Continental Refining Co.,	Tank,	.....	.85	.85
Dold Pck'g Co., Jacob, Refrig. Line,	Refrig.,	.....	41.40	41.40
Empire Line,	Box,	453.88	.....	453.88
Express Coal Line,	Coal,	6.90	.....	6.90
Erie Despatch,	Box,	32.03	.....	32.03
Emory Manufacturing Co.,	Tank,	.....	4.45	4.45
Excelsior Horse Car Line,	Stock,	.94	.....	.94
Fairmont Coal & Coke Co.,	.....	7.87	.....	7.87
Great Eastern Line,	Box,	195.93	.....	195.93
Goodell Refrigerator Co.,	Refrig.,	.....	3.19	3.19
Green Line,	Tank,	.....	.32	.32
Hammond, G. H. Co., Refrig. Line,	Refrig.,	1.20	53.29	54.49
Hodgman & Knight Mfg. Co.,	Box,	2.52	.....	2.52
Healy Refrigerator Co.,	Refrig.,	.....	5.13	5.13

## Car Mileage — Continued.

Description.	Description.	RATE PER MILE AND AMOUNT.		
		At $\frac{1}{10}$ of a Cent.	At $\frac{3}{4}$ of a Cent.	Total Amount.
International Fruit Deal's Despatch,	Refrig.,	.....	\$3.32	\$3.32
Jackson & Sharp Mfg. Co., . .	Box,	\$1.84	.....	1.84
Kansas City Dressed Beef Line, .	Refrig.,	.....	9.05	9.05
Kingan Refrigerator Line, . . .	Refrig.,	.....	347.99	347.99
Keystone Palace Horse Car Co., .	Stock,	5.33	.....	5.33
Kansas Manufacturers Despatch, .	Box,	2.74	.....	2.74
Langdon Henssey Coal Mining Co.,	Coal,	1.86	.....	1.86
Libby, McNeil & Libby Refrig. Line,	Refrig.,	.....	3.42	3.42
Lipton Refrigerator Line, . . .	Refrig.,	.....	6.27	6.27
Lachenmeyer, A., . . . . .	Box,	1.36	.....	1.36
Mather Horse and Stock Car Co.,	Stock,	18.78	.....	18.78
Merch'ts Desp. Trans. Co., Box and	Refrig.,	1,034.50	320.26	1,354.76
Midland Line, . . . . .	Box,	74.45	.....	74.45
Morris & Company Refrig. Line, .	.....	.....	645.28	645.28
Narragansett Brewing Co., . . .	Box,	26.80	.....	26.80
National Despatch Line, . . . .	Refrig.,	651.86	4.89	656.75
National Linseed Oil Co., . . .	Tank,	.....	20.31	20.31
North & So. Roll'g St'k Co., Box and	Refrig.,	26.80	56.73	83.53
N. Y. Despatch Refrigerator Line,	"	.....	7.98	7.98
Provision Dealers' Despatch, . .	"	.....	4.27	4.27
National Rolling Stock Co., . . .	Box,	12.06	.....	12.06
Pittsburgh Plate Glass Co., . . .	Flat,	6.90	.....	6.90
Pennsylvania & Delaware Oil Co.,	Tank,	.....	4.10	4.10
Pennsylvania Tanning Co., . . .	Flat,	11.25	.....	11.25
Producers' Oil Co., . . . . .	Tank,	.....	6.27	6.27
Red Line Transit Co., . . . . .	Box,	528.91	.....	528.91
St. Louis Refrigerator Car Co., . .	Refrig.,	.....	337.28	337.28
Southern Iron Car Line, . . . .	Coal,	43.59	.....	43.59
Swift Refrigerator Line, . . . .	Refrig.,	.....	719.42	719.42
Southern Despatch Lumber Line,	Box,	3.01	.....	3.01
Southeastern Line, . . . . .	Flat,	32.05	.....	32.05
Street's Western Stable Car Line,	Stock,	8.21	.....	8.21
St. Charles Car Co., . . . . .	Box,	2.40	.....	2.40
Schofield, Shurmer & Teagle, . .	Tank,	.....	9.89	9.89
Southwestern Millers' Despatch, .	Box,	6.65	.....	6.65
Santa Fé Fruit & Refrigerator Line,	Refrig.,	8.23	.....	8.23
Union Refrigerator Transit Co., . .	"	.....	544.91	544.91
Union Tank Line, . . . . .	Tank,	.....	303.55	303.55
Venice Transportation Co., . . .	Flat,	31.99	.....	31.99
Wason Manufacturing Co., . . . .	Box,	2.00	.....	2.00
West'n R'g St'k & Eq't. Co., Box &	Refrig.,	2.09	7.58	9.67
White Line, . . . . .	Box,	422.53	.....	422.53
Western Equipment & Car Co., . .	"	554.00	.....	554.00
Westmoreland Coal Company, . . .	Coal,	1.52	.....	1.52
Western Meat Refrigerator Express,	Refrig.,	.....	3.42	3.42
Total, . . . . .	.....	\$7,851.22	\$4,423.89	\$12,275.11

## Oath.

STATE OF MASSACHUSETTS, }  
COUNTY OF SUFFOLK, } ss.

We, the undersigned, Charles P. Clark, President, and W. H. Dudley, Auditor, of The New England Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

CHARLES P. CLARK,  
*President.*

W. H. DUDLEY,  
*Auditor.*

Subscribed and sworn to before me this 13th day of September, 1897.

ALBERT W. MARTIN,  
*Notary Public.*

# NEW HAVEN & DERBY RAILROAD CO.

## History.

Name of common carrier making this report ? New Haven & Derby Railroad Company.

Date of organization ? August 24, 1867.

Under laws of what Government, State, or Territory organized ? General railroad laws of the State of Connecticut.

What carrier operates the road of this company ? The New York, New Haven & Hartford Railroad Company.

## Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
J. PIERPONT MORGAN,	New York, N. Y.,	October 27, 1897.
WM. ROCKEFELLER,	" "	" "
CHARLES P. CLARK,	New Haven, Conn.,	" "
JOHN M. HALL,	" "	" "
WM. E. BARNETT,	" "	" "
S. E. MERWIN,	" "	" "
N. D. SPERRY,	" "	" "
FRANKLIN FARREL,	Ansonia, "	" "
THOMAS WALLACE,	" "	" "

Total number of stockholders at date of last election ? 93.

Date of last meeting of stockholders for election of directors ? October 28, 1896.

Post-office address of general office ? New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed ? C. E. Robinson, Treasurer, New Haven, Conn.

## Officers.

Title.	Name.	Location of Office.
President,	JOHN M. HALL,	New Haven, Conn.
Vice-President,	CHARLES P. CLARK,	" "
Secretary,	WM. E. BARNETT,	" "
Treasurer,	C. E. ROBINSON,	" "



**Property Leased, or Otherwise Assigned for Operation.**

Name of Railroad the income of which from lease, or from other assignment for operation, is included in the Income Account:

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From —	To —			
New Haven & Derby Railroad.	New Haven, Derby,	Ansonia, Huntington.	New York, New Haven & Hartford Railroad Co.	Lease.	12.90 3.79
Total Mileage, . . . . .					16.69

**Property Leased, or Otherwise Controlled for Operation.**

All the railroad and property of the company leased to the New York, New Haven & Hartford Railroad Company for 99 years from July 1, 1892. Annual rental, 3 per cent. dividends on the Capital Stock to and including June 30, 1895, and 4 per cent. thereafter during term of lease, interest on the funded debt, all taxes and assessments.

**Capital Stock.**

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	7,000	\$100.00	\$700,000.00	\$447,000.00	4 p. c.	\$17,880.00

**Manner of Payment for Capital Stock.**

Manner of Payment for Capital Stock.	Total Number of Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash: Common, . . . . .	4,470	\$447,000.00

**Funded Debt.**

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
1st Mortgage,	1870	1900	\$225,000.00	\$225,000.00	\$225,000.00	\$225,000.00
Consolidated Mtg.,	1888	1918	800,000.00	575,000.00	575,000.00	575,000.00
Mtg. Certificates,	1888	1900	480,000.00	480,000.00	480,000.00	480,000.00
Grand Total,	.....	.....	1,505,000.00	1,280,000.00	1,280,000.00	1,280,000.00

**Funded Debt.**—(Continued).

## INTEREST.

Rate.*	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
7 per cent.	February and August.	\$15,750.00	\$15,750.00
5 per cent.	May and November.	28,750.00	28,750.00
6 per cent.	February and August.	28,800.00	28,800.00
Grand Total,	.....	\$73,300.00	\$73,300.00

**Recapitulation of Funded Debt.**

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mort. Bonds (p. 229),	\$1,280,000.00	\$1,280,000.00	\$73,300.00	\$73,300.00

**Recapitulation.**

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 229),	\$447,000.00	\$447,000.00	16.69	\$26,782.50
Bonds (p. 229), . . .	1,280,000.00	1,280,000.00	16.69	76,692.62
Total, . . . . .	\$1,727,000.00	\$1,727,000.00	.....	\$103,475.12

## Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1896.	Total Cost to June 30, 1897.	Cost per Mile.
Construction—Total to June 30, 1888,	\$1,267,951.90	\$1,267,951.90	\$75,970.75
Right of Way, . . . . .	19,188.67	19,188.67	1,149.71
Other Real Estate, . . . . .	720.00	720.00	43.14
Fences, . . . . .	101.49	101.49	6.08
Grading, Bridge and Culvert Masonry, Bridges and Trestles, . . . . .	47,800.42	47,800.42	2,864.01
Rails, . . . . .	3,693.82	3,693.82	221.31
Ties, . . . . .	27,990.23	27,990.23	1,677.06
Other Superstructure, . . . . .	19,035.38	19,035.38	1,140.52
Buildings, Furniture, and Fixtures, . .	28,239.17	28,239.17	1,691.98
Shop Machinery and Tools, . . . . .	16,832.34	16,832.34	1,008.53
Engineering Expenses, . . . . .	10,080.95	10,080.95	604.01
Interest during Construction, . . . .	12,456.46	12,456.46	746.34
Discount on Securities Sold for Con- struction, . . . . .	2,273.71	2,273.71	136.23
Terminal Facilities and Elevators, . .	27,500.00	27,500.00	1,647.69
Road built by Contract, . . . . .	5,545.00	5,545.00	332.23
Other Items, . . . . .	55,007.76	55,007.76	3,295.85
	14,973.80	14,973.80	897.17
<b>Total Construction, . . . . .</b>	<b>\$1,559,391.10</b>	<b>\$1,559,391.10</b>	<b>\$93,432.61</b>
<b>Equipment—Total to June 30, 1888, .</b>	<b>180,999.31</b>	<b>180,999.31</b>	<b>10,844.77</b>
<b>Locomotives, . . . . .</b>	<b>19,676.31</b>	<b>19,676.31</b>	<b>1,178.93</b>
<b>Total Equipment, . . . . .</b>	<b>\$200,675.62</b>	<b>\$200,675.62</b>	<b>\$12,023.70</b>
<b>Grand Total Cost Construction, Equip- ment, . . . . .</b>	<b>\$1,760,066.72</b>	<b>\$1,760,066.72</b>	<b>\$105,456.31</b>

## Income Account.

Income from Lease of Road, . . . . .	\$91,180.00
<b>Total Income, . . . . .</b>	<b>\$91,180.00</b>
Deductions from Income :	
Interest on Funded Debt accrued (p. 230), . .	\$73,300.00
<b>Total Deductions from Income, . . . . .</b>	<b>\$73,300.00</b>
<b>Net Income, . . . . .</b>	<b>\$17,880.00</b>
Dividends, 4 per cent., Common Stock (p. 229), .	17,880.00
<b>Surplus on June 30, 1896 [from "General Balance Sheet," 1896 Report], . . . . .</b>	<b>\$9,712.55</b>
<b>Surplus on June 30, 1897 [for entry on "General Balance Sheet," (p. 232)], . . . . .</b>	<b>9,712.55</b>

## Earnings from Operation.

Included in report of New York, New Haven &amp; Hartford Railroad Company.

**Operating Expenses.**

Included in report of New York, New Haven & Hartford Railroad Company.

**Comparative General Balance Sheet.**

Total, June 30, 1896.	Assets.	Total, June 30, 1897.
\$1,559,391.10	Cost of Road (p. 231), . . . . .	\$1,559,391.10
200,675.62	Cost of Equipment (p. 231), . . . . .	200,675.62
\$1,760,066.72	Grand Total, . . . . .	\$1,760,066.72

Total, June 30, 1896.	Liabilities.	Total, June 30, 1897.
\$447,000.00	Capital Stock (p. 229), . . . . .	\$447,000.00
1,280,000.00	Funded Debt (p. 229), . . . . .	1,280,000.00
23,354.17	Accrued Interest on Funded Debt not yet payable, . . . . .	23,354.17
9,712.55	Profit and Loss (p. 231), . . . . .	9,712.55
\$1,760,066.72	Grand Total, . . . . .	\$1,760,066.72

**Contracts, Agreements, etc.**

All contracts, etc., by lessee company.

**Security for Funded Debt (p. 229).**

Class of Bond or Obligation.	What Road Mortgaged.	Miles.	Amount of Mortgage per Mile of Line.	What Equipment Mortgaged.	What Income and Securities Mortgaged.
First Mortgage, . . .	All.	16.69	\$13,481.13	All.	None.
Consolidated Mortgage,	"	16.69	34,451.77	"	"
Mortgage Certificates, .	"	16.69	28,759.73	"	"

**Passenger, Freight, and Train Mileage.**

Included in report of lessee company.

**Freight Traffic Movement.**

Included in report of lessee company.



**Description of Equipment.**

Included in report of lessee company.

**Mileage.**

Mileage of line owned by states and territories :

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Connecticut, .	12.90	3.79	16.69	16.69

**Characteristics of Road.**

Included in report of lessee company.

GAUGE OF TRACK—4 feet, 8½ inches; 16.69 miles.

**Telegraph.**

Included in report of lessee company.

**Oath.**

STATE OF CONNECTICUT, }  
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, John M. Hall, President, and C. E. Robinson, Treasurer, of the New Haven & Derby Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

JOHN M. HALL,  
*President.*

C. E. ROBINSON,  
*Treasurer.*

Subscribed and sworn to before me this 5th day of August, 1897.

AVERY CLARK,  
*Notary Public.*

# NEW HAVEN & NORTHAMPTON COMPANY.

## History.

Name of common carrier making this report? The New Haven & Northampton Company.

Date of organization? 1862.

Under laws of what Government, State, or Territory organized? Under the laws of the States of Massachusetts and Connecticut. (Massachusetts Special Laws, vol. xi, pp. 286, 563; vol. xii, pp. 25, 736, 822; vol. xiii, p. 484; vol. xiv, pp. 386, 485, 623; vol. xv, pp. 677, 1430. Connecticut Private Acts, vol. v, pp. 460, 724. Connecticut Special Laws, vol. vi, pp. 217, 303; vol. vii, pp. 267, 781, 987; vol. viii, pp. 296, 419, 420. Connecticut Private Acts, 1870, pp. 146, 198. Connecticut Special Acts, 1875, p. 130. Connecticut Special Acts, 1876, p. 119.)

If a consolidated company, name the constituent companies. The constituent companies were the original New Haven & Northampton Company (Massachusetts Special Laws, vol. vii, pp. 675, 691. Connecticut Private Laws, vol. i, p. 358; vol. iii, p. 294; vol. iv, pp. 888, 892, 893, 894, 895, and 1384. Connecticut Private Acts, 1847, p. 104.) The Hampden Railroad Company (Massachusetts Special Laws, vol. ix, p. 546). The Northampton & Westfield Railroad Corporation (Massachusetts Special Laws, vol. ix, p. 561). The Hampshire & Hampden Railroad Corporation (Massachusetts Special Laws, vol. ix, pp. 767, 773; vol. x, pp. 552, 742, 922), and the Farmington Valley Railroad Company (Private Laws of Connecticut, vol. iv, pp. 893, 896. Connecticut Private Acts, 1858, p. 125; do., do., 1862, p. 94; do., do., 1867, p. 275.

Date and authority of each consolidation. In 1853 the Hampden Railroad Company with the Northampton & Westfield Railroad Corporation, forming the Hampshire & Hampden Railroad Corporation. In 1862 the Hampshire & Hampden Railroad Corporation with the original New Haven & Northampton Company, and also in 1862 with the Farmington Valley Railroad Company. For authority for each consolidation see Acts cited above.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Originally in Connecticut. The President, Directors, and Company of the Farmington Canal Company (Private Laws of Connecticut, vol. i. pp. 300, 307, 308, and 318), and in Massachusetts the Hampshire & Hampden Canal Company (Massachusetts Special Laws, vol. vi, pp. 40, 320, 702, 829; also vol. vii, p. 186).

What carrier operates the road of this company? The New York, New Haven & Hartford Railroad Company.

**Organization.**

Names of Directors.	Post-office Address.	Expiration of Term.
CHARLES N. YEAMANS,	Westfield, Mass.,	January 5, 1898.
GEORGE J. BRUSH,	New Haven, Conn.,	" "
CHARLES P. CLARK,	" "	" "
JOHN M. HALL,	" "	" "
A. HEATON ROBERTSON,	" "	" "
FAYETTE S. CURTIS,	" "	" "
SAMUEL E. MERWIN,	" "	" "
WILLIAM E. BARNETT,	" "	" "
JOHN C. HAMMOND,	Northampton, Mass.,	" "

Total number of stockholders at date of last election. 46.

Date of last meeting of stockholders for election of directors. January 6, 1897.

Post-office address of general office. New Haven, Conn.

Post-office address of operating office. New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed. Edward A. Ray, Secretary and Treasurer, 214 Railroad Building, New Haven, Conn.

**Officers.**

Title.	Name.	Location of Office.
President,	CHARLES N. YEAMANS,	New Haven, Conn.
Vice-President,	JOHN M. HALL,	" "
Secretary and Treasurer,	EDWARD A. RAY,	" "

**Property Leased or Otherwise Assigned for Operation.**

Name of railroad the income of which from lease, or from other assignment for operation, is included in the Income Account (p. 238) :

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From —	To —			
N. H. & Northampton,	New Haven,	Conway Jnc.,	New York, New Haven & Hartford R. R. Co.	Lease 99 yrs.	94.64
Collinsville Branch,	Farmington,	N. Hartford,	do. do.	"	14.09
Williamsb'g Branch,	Northampton,	Williamsb'g,	do. do.	"	7.51
Turners Falls Branch,	So. Deerfield,	Turners Falls,	do. do.	"	10.07
And the leased Holyoke & Westfield,	Westfield,	Holyoke,	do. do.	"	10.32
Total Mileage, . . . . .					136.63

**Property Leased or Otherwise Controlled for Operation.**

Leased to the New York, New Haven & Hartford Railroad Company for ninety-nine years from the first day of April, 1887, at one per cent. on the capital stock for the first three years ; two per cent. for the second three years ; three per cent. for the third three years, and four per cent. thereafter, and interest on bonds issued or guaranteed by the company and all taxes, rates, etc., imposed or assessed.

## Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	50,000	\$100.00	\$5,000,000.00	*\$2,460,000.00	4 p. ct.	\$98,400.00

\* \$2,416,400 of the above has been surrendered and exchanged for stock of the New York, New Haven & Hartford Railroad Company.

Manner of Payment for Capital Stock.	Total number Shares issued and outstanding.	Total Cash realized.
Issued for Cash (approximate):		
Common, . . . . .	18,820	\$1,882,000.00
Issued for Construction (approximate):		
Common, . . . . .	5,780	578,000.00
Total, . . . . .	24,600	\$2,460,000.00

## Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
First Mortgage, . . . . .	1869	1899	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000
Mtge. & Sinking Fund, . . . . .	1879	1909	1,200,000	1,200,000	1,200,000	1,200,000
Northern Extension, . . . . .	1881	1911	700,000	700,000	700,000	700,000
Convertible,* . . . . .	1886	1896	700,000	700,000	700,000	700,000
Total, . . . . .	.....	.....	\$3,900,000	\$3,900,000	\$3,900,000	\$3,900,000

\* Extended eight years, 1904.

## INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
7 per cent.	January and July.	\$91,000.00	\$91,000.00
6 per cent.	April and October.	72,000.00	72,000.00
5 per cent.	April and October.	35,000.00	35,000.00
5 per cent.	January and July.	35,000.00	35,000.00
Total,	.....	\$233,000.00	\$233,000.00



## Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year
Mtge. Bds. (p. 236),	\$3,200,000.00	\$3,200,000.00	\$198,000.00	\$198,000.00
Mis. Obliga. (p. 236),	700,000.00	700,000.00	35,000.00	35,000.00
Total, . . .	\$3,900,000.00	\$3,900,000.00	\$233,000.00	\$233,000.00

## Current Assets and Liabilities.

Cash and Current Assets available for Payment of Current Liabilities.	Current Liabilities accrued to and including June 30, 1897.
Cash, . . . . \$1,329.04	Cash Assets, . . . . \$1,329.04

## Recapitulation.

For mileage owned by road making this report :

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 236),	\$2,460,000.00	\$2,460,000.00	126.31	\$19,475.89
Bonds (p. 236), . . .	3,900,000.00	3,900,000.00	126.31	30,876.41
Total, . . . .	\$6,360,000.00	\$6,360,000.00	126.31	\$50,352.30

b. For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the Income Account (p. 238):

Reported by Lessees.

## Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to October, 1887, When Leased.	Cost per Mile.
Construction:		
Right of Way, . . . . .	\$548,131.12	.....
Other Real Estate, . . . . .		
Fences, . . . . .		
Grading, and Bridge and Culvert Masonry, . . . . .	1,964,441.10	.....
Bridges and Trestles, . . . . .	261,084.72	.....
Rails, . . . . .	1,408,730.21	.....
Ties, . . . . .		
Other Superstructure, . . . . .		
Buildings, Furniture, and Fixtures, . . . . .	211,280.06	.....
Shop Machinery and Tools, . . . . .	62,175.41	.....
Engineering Expenses, . . . . .	114,778.39	.....
Interest during Construction, . . . . .	291,124.30	.....
Wharfing, etc., . . . . .	119,309.56	.....
Sidings and Yard Extensions, . . . . .	213,649.75	.....
Purchase of Constructed Road, . . . . .	536,932.00	.....
Total Construction, . . . . .	\$5,731,586.62	\$45,380.00
Equipment:		
Locomotives, . . . . .	\$317,419.96	.....
Passenger Cars, . . . . .	130,405.59	.....
Sleeping, Parlor, and Dining Cars, . . . . .		
Baggage, Express, and Postal Cars, . . . . .		
Combination Cars, . . . . .	392,351.51	.....
Freight Cars, . . . . .		
Other Cars of all classes, . . . . .		
Other Cars of all classes, . . . . .	10,253.56	.....
Total Equipment, . . . . .	\$850,430.62	\$6,733.00
Grand Total Cost Construction, Equipment, etc.,	\$6,582,017.24	\$52,113.00

## Income Account.

Income from Lease of Road:			
Interest on Bonds, . . . . .	\$233,000.00	} Paid by Lessee.	
Dividend on Stock, . . . . .	98,400.00		
Sinking Fund Payments, . . . . .	15,000.00		
Rent of H. & W. R. R.: . . . . .			
Interest on Bonds, . . . . .	\$11,600.00		
Fifty per cent of Earnings, . . . . .	21,358.74		32,958.74
Dividends on Stocks owned (p. 239), . . . . .			1,060.00
Total Income, . . . . .			\$380,418.74
Deductions from Income:			
Salaries and Maintenance of Organization, . . . . .	737.25		
Interest on Funded Debt accrued (p. 236), . . . . .	233,000.00		
Rents paid for lease of road (p. 239), . . . . .	32,958.74		
Taxes paid by Lessees, no account rendered.			
Total Deductions from Income, . . . . .			266,695.99
Net Income, . . . . .			\$113,722.75

**Income Account.—Continued.**

Dividends, 4 per cent., Common Stock (p. 236), . . . . .	\$98,400.00
Surplus from Operations of year ending June 30, 1897, . . . . .	15,322.75
Surplus on June 30, 1896 [from "General Balance Sheet," 1896 Report], . . . . .	499,023.53
Surplus on June 30, 1897 [for entry on "General Balance Sheet"] (p. 240), . . . . .	<u>\$514,346.28</u>

**Earnings from Operation.**

Operated by Lessees.

**Stocks Owned.**

Name.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
<b>Railway Stocks :</b>				
Holyoke & Westfield, . . . . .	\$20,000.00	5%	\$1,000.00	\$20,000.00
<b>Other Stocks :</b>				
Southington Water Company, . . . . .	1,000.00	6%	60.00	1,000.00
<b>Grand Total,</b> . . . . .	<b>\$21,000.00</b>	<b>.....</b>	<b>\$1,060.00</b>	<b>\$21,000.00</b>

**Operating Expenses.**

Reported by Lessees.

**Rentals Paid.**

Rents paid for lease of road:

Name of Road.	Interest on Bonds Guaranteed.	Cash. 50 per cent. Gross Earnings.	Total.
Holyoke & Westfield, . . . . .	\$11,600.00	\$21,358.74	\$32,958.74

## Comparative General Balance Sheet.

Total, June 30, 1896.	Assets.	Total, June 30, 1897.	Increase Year ending June 30, 1897.
\$5,731,586.62	Cost of Road (p. 238), . . . .	\$5,731,586.62	.....
850,430.62	Cost of Equipment (p. 238), . . . .	850,430.62	.....
21,000.00	Stocks owned (p. 239), . . . .	21,000.00	.....
1,006.29	Cash and Current Assets (p. 237), . . . .	1,329.04	\$322.75
255,000.00	Sinking Fund, . . . .	270,000.00	*15,000.00
\$6,859,023.53	Grand Total, . . . .	\$6,874,346.28	\$15,322.75

\*15,000 Annual Payment by Lessees.

Total, June 30, 1896.	Liabilities.	Total, June 30, 1897.	Increase Year ending June 30, 1897.
\$2,460,000.00	Capital Stock (p. 236), . . . .	\$2,460,000.00	.....
3,900,000.00	Funded Debt (p. 236), . . . .	3,900,000.00	.....
499,023.53	Profit and Loss (p. 239), . . . .	514,346.28	\$15,322.75
\$6,859,023.53	Grand Total, . . . .	\$6,874,346.28	\$15,322.75

## Important Changes during the Year.

See Report of N. Y., N. H. &amp; H. R. R. Co.

## Contracts, Agreements, etc.

Operated by Lessees.

## Security for Funded Debt (p. 236).

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.	What Equipment Mort- gaged.	What Income or Securities Mortgag'd.
	From —	To —	Miles.			
First Mortgage Bonds, (\$1,300,000),	New Haven, Farmington,	Northampton. New Hartford.	76.33 14.09	\$25,400.85	All.	None.
Cons. Mort. and Sink- ing Fund (\$1,200,000),	2d Mort. on ab Northampton,	ove and 1st on } Williamsburg }	7.51	12,295.08		
Northern Extension, (\$700,000),	Northampton, So. Deerfield,	Conway Junc. Turners Falls.	18.31 10.07	24,665.25		

Total Mortgage on Road and Equipment (Main Line and Branches), \$3,200,000 ; 126.31 miles.  
Amount of mortgage per mile of line, \$25,330.45.

## Employees and Salaries.]

Operated by Lessees.



**Passenger, Freight, and Train Mileage**

Reported by Lessees.

**Freight Traffic Movement.**

Reported by Lessees.

**Description of Equipment.**

Reported by Lessees.

**Mileage.***a.* Mileage of road operated (all tracks): Operated by Lessees.*b.* Mileage of line operated by States and Territories (single track): Operated by Lessees.*c.* Mileage of line owned by States and Territories (single track):

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Massachusetts, .	43.38	17.58	60.96	All.
Connecticut, .	51.26	14.09	65.35	All.
Total Mileage } Owned, }	94.64	31.67	126.31	....

**Renewals of Rails and Ties.**

Reported by Lessees.

**Accidents to Persons.**

Reported by Lessees.

**Characteristics of Road.**

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		
From —	To —	Miles.	Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles
New Haven, Conn.,	Conway Jct., Mass.	94.64	159	24.16	70.48
Northamp'n, Mass.,	Williamsb'g, Mass.	7.51	25	3.20	4.31
So. Deerfield, Mass.,	Turners F'ls, Mass.	10.07	16	2.14	7.93
Farmington, Conn.,	N. Hartford, Conn.	14.09	44	7.71	6.38
Holyoke & Westfield R. R.					
Westfield, Mass.,	Holyoke, Mass.	10.32	15	2.05	8.27
Total, . . . . .		136.63	259	39.26	97.37

## Characteristics of Road.—(Continued).

## PROFILE.

Length of Level Line.  Miles.	ASCENDING GRADES.			DESCENDING GRADES.		
	No.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	No.	Sum of Descents. Feet.	Aggregate Length of Descending Grades. Miles.
30.48	57	1,028	37.74	49	80	26.42
.37	3	368	7.14	..	....	....
4.54	8	80	2.81	5	116	2.72
2.30	12	243	9.33	6	67	2.46
3.14	5	190	3.63	2	225	3.55
40.83	85	1,909	60.65	62	1,208	35.15

## BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	No.	AGGREGATE LENGTH.		MINIMUM LENGTH.	MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Feet.	Inches.
Bridges :						
Stone, . . .	31	4 7	3	8	14	..
Iron, . . .	77	5,013	7	14	605	..
Wooden, . .	8	545	..	8	370	..
Total, . . .	116	6,016	10	..	....	..

## OVERHEAD CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Overhead Highway Crossings :			
Bridges, . . . . .	30	14	..
Conduits, . . . . .	1	14	3
Total, . . . . .	31	..	..
Overhead Railway Crossings :—Bridges,	4	14	..

GAUGE OF TRACK — 4 feet, 8½ inches ; 126.31 miles.

**Telegraph.**

Owned by another company but located on property of road making this report :

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
126.31	126.31	Western Union Tel. Co.	Western Union Tel. Co.

**Car Mileage.**

Reported by Lessees.

**Oath.**

STATE OF CONNECTICUT, }  
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, John M. Hall, Vice-President, and Edward A. Ray, Treasurer, of the New Haven & Northampton Company, on our oath do severally say that the foregoing return has been prepared under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

JOHN M. HALL,  
*Vice-President.*

EDWARD A. RAY,  
*Treasurer.*

Subscribed and sworn to before me this 13th day of September, 1897.

A. S. MAY,  
*Notary Public.*

# NEW LONDON NORTHERN RAILROAD CO.

## History.

Name of common carrier making this report ? New London Northern Railroad Company.

Date of organization ? May 31, 1860.

Under laws of what Government, State, or Territory organized ? Massachusetts and Connecticut.

What carrier operates the road of this company ? Central Vermont Railroad Company.

## Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
ROBERT COIT,	New London, Conn.,	February, 1898.
AUGUSTUS BRANDEGEE,	" "	" "
C. H. OSGOOD,	Norwich, "	" "
THOMAS RAMSDELL,	Windham, "	" "
JAMES A. RUMRILL,	Springfield, Mass.,	" "
THOMAS B. EATON,	Worcester, "	" "
E. C. SMITH,	St. Albans, Vt.,	" "
JOHN C. AVERILL,	Norwich, Conn.,	" "

Total number of stockholders at date of last election ? 363.

Date of last meeting of stockholders for election of directors ? February 3, 1897.

Post-office address of general office ? New London, Conn.

Post-office address of operating office ? St. Albans, Vt.

Name and address of officer to whom correspondence regarding this report should be addressed ? J. A. SOUTHARD, Secretary, New London, Conn.

## Officers.

Title.	Name.	Location of Office.
President,	ROBERT COIT,	New London, Conn.
Secretary,	J. A. SOUTHARD,	" "
Treasurer,	ROBERT COIT,	" "
Attorney, or General Counsel,	AUGUSTUS BRANDEGEE,	" "
General Auditor,	M. M. REYNOLDS,	St. Albans, Vt.,
General Superintendent,	F. W. BALDWIN,	" "
Superintendent,	D. MACKENZIE,	New London, Conn.
General Freight Agent,	E. A. CHITTENDEN,	St. Albans, Vt.
Division Freight Agent,	J. A. SOUTHARD,	New London, Conn.
General Passenger Agent,	S. W. CUMMINGS,	St. Albans, Vt.
Division Passenger Agent,	J. A. SOUTHARD,	New London, Conn.



**Property Operated.**

Name of every Railroad the operations of which are included in the Income Account (p. 248):

Name.	TERMINALS.		Miles of Line for each Road Named.
	From—	To—	
New London Northern,	New London, Conn.,	Miller's Falls, Mass.	100

**Property Leased, or otherwise Assigned for Operation.**

Name of railroad the income of which from lease, or from other assignment for operation, is included in the Income Account — (p. 248):

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From—	To—			
New London North'n,	New London, Ct.,	Brattleboro, Vt.,	Cent. Vermont.	Lease.	121
Brattleboro and Whitehall,	Brattleboro, Vt.,	Londonderry, "	" "	"	36
Total Mileage, . . . . .					157

**Property Leased, or otherwise Controlled for Operation.**

Leased by Central Vermont Railroad Company for ninety-nine years from December 1, 1891, at a rental of \$211,000 per annum.

**Capital Stock.**

(Company's Account.)

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	20,000	\$100.00	\$2,000,000.00	\$1,500,000.00	9 per ct.	\$135,000.00

**Capital Stock.—Continued.**

Manner of Payment for Capital Stock.	Total Number of Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash : Common. . . . .	.....	\$340,673.33
Issued for Bonds, . . . . .	.....	1,102,660.00
Issued for Stock of Amherst, Belchertown & } Palmer Railroad, }	.....	56,666.67
Total, . . . . .	15,000	\$1,500,000.00

**Funded Debt.**  
(Company's Account.)

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
Consolidated,	1880	1910	} \$1,500,000	{ \$812,000	\$812,000	\$847,066.65
Consolidated,	1885	1910		{ 300,000	300,000	304,530.00
Consolidated,	1892	1910		{ 388,000	388,000	393,877.00
Total, . . . . .			\$1,500,000	\$1,500,000	\$1,500,000	\$1,545,473.65

**INTEREST.**

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
5 per cent.	January and July.	\$40,600.00	\$40,600.00
4    “	“                   “	12,000.00	12,000.00
4    “	“                   “	15,520.00	15,520.00
		\$68,120.00	\$68,120.00

**Recapitulation of Funded Debt.**  
(Company's Account.)

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mtge. Bds. (p. 246),	\$1,500,000.00	\$1,500,000.00	\$68,120.00	\$68,120.00

**Current Assets and Liabilities.**

(Company's Account.)

Cash and Current Assets available for Payment of Current Liabilities.		Current Liabilities accrued to and including June 30, 1897.	
Cash, . . . . .	\$82,087.92	Audited vouchers and ac- counts, . . . . .	\$250.00
Due from solvent Companies and individuals, . . . . .	371.03	Dividends not called for, . . . . .	2,816.00
		Matured interest coupons unpaid, . . . . .	274.34
		Total—Current Liabilities, . . . . .	\$3,340.34
		Balance—Cash Assets, . . . . .	79,118.61
Total, . . . . .	\$82,458.95	Total, . . . . .	\$82,458.95

**Recapitulation.**

(Company's Account.)

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 246),	\$1,500,000.00	\$1,500,000.00	121	\$12,396.69
Bonds (p. 246),	1,500,000.00	1,500,000.00	121	12,396.69
Total, . . . . .	\$3,000,000.00	\$3,000,000.00	....	\$24,793.38

**Cost of Road, Equipment, and Permanent Improvements.**

(Company's Account.)

Item.	Total Cost to June 30, 1896.	Total Cost to June 30, 1897.	Cost per Mile.
Total Construction, . . . . .	\$3,011,075.39	\$3,011,075.39	\$24,884.92
Total Equipment, . . . . .	248,420.44	248,420.44	2,033.06
Grand Total Cost, . . . . .	\$3,259,495.83	\$3,259,495.83	\$26,937.98

**Income Account.**

(Lessee's Account.)

Gross Earnings from Operation, . . . . .	\$768,571.58	
Less Operating Expenses, . . . . .	576,784.94	
Income from Operations, . . . . .		\$191,786.64
Total Income, . . . . .		\$191,786.64
Deductions from Income:		
Interest on Interest-bearing Current Liabilities, accrued, not otherwise provided for, . . . . .	\$13.61	
Rents paid for lease of road, . . . . .	167,833.33	
Taxes, . . . . .	32,451.71	
Total Deductions from Income, . . . . .		200,298.65
Deficit, . . . . .		8,512.01
Deficit from Operations of year ending June 30, 1897,		\$8,512.01

**Income Account.**

(Company's Account.)

Income from lease of road, . . . . .	\$211,000.00	
Miscellaneous Income, less Expenses, . . . . .	760.00	
Income from other sources, . . . . .		\$760.00
Total Income, . . . . .		\$211,760.00
Deductions from Income:		
Salaries and Maintenance of Organization, . . . . .	\$6,797.17	
Interest on Funded Debt accrued (p. 246), . . . . .	68,120.00	
Total Deductions from Income, . . . . .		74,917.17
Net Income, . . . . .		\$136,842.83
Dividends, 9 per cent., Common Stock (p. 245), . . . . .		135,000.00
Surplus from Operations of Year ending June 30, 1897,		\$1,842.83
Surplus on June 30, 1896 [from "General Balance Sheet," 1896 report], . . . . .		491,771.61
Additions for year, . . . . .		1,842.83
Surplus on June 30, 1897 [for entry on "General Balance Sheet"] — (p. 252), . . . . .		\$493,614.44



**Earnings from Operation.**

(Lessee's Account.)

Item.	Total Receipts.	Deductions, Acct. of Repay- ments, etc.	Actual Earnings.
Passenger Revenue, . . . . .	\$211,486.93	.....	
Less Repayments:			
Tickets redeemed, . . . . .	.....	\$174.28	
Excess Fares refunded, . . . . .	.....	2,518.62	
Total Deductions, . . . . .	.....	\$2,692.90	
Total Passenger Revenue, . . . . .	.....		\$208,794.03
Mails, . . . . .	15,304.00	.....	
Express, . . . . .	12,595.31	.....	
Extra Baggage and Storage, . . . . .	2,481.01	.....	
			30,380.32
Total Passenger Earnings, . . . . .	.....		\$239,174.35
Freight Revenue, . . . . .	\$481,853.84	.....	
Less Repayments:			
Overcharge to Shippers, . . . . .	.....	2,071.89	
Total Deductions, . . . . .	.....	\$2,071.89	
Total Freight Revenue, . . . . .	.....		479,781.95
Total Freight Earnings, . . . . .	.....		479,781.95
Total Passenger and Freight Earnings, . . . . .	.....		\$718,956.30
Other Earnings from Operation:			
Rents from Tracks, Yards, and Ter- minals, . . . . .	.....		49,615.28
Total Gross Earnings from Operation, } Entire Line, . . . . . }	.....		\$768,571.58

**Bonds Owned.**

(Company's Account.)

Name.	Total Par Value.	Rate.	Income or Interest Received.	Valuation.
Brattleboro & Whitehall, . . . . .	\$150,000.00	6%	* None.	\$150,000.00

\* Bonds not issued.

**Miscellaneous Income.**

(Company's Account.)

Item.	Gross Income.	Net Miscel. Income.
Interest, . . . . .	\$760.00	\$760.00

**Operating Expenses.**

(Lessee's Account.)

Item.	Amount.
<b>Maintenance of Way and Structures:</b>	
Repairs of Roadway, . . . . .	\$40,222.44
Renewals of Rails, . . . . .	8,832.17
Renewals of Ties, . . . . .	26,615.83
Repairs and Renewals of Bridges and Culverts, . . . . .	10,876.41
Repairs and Renewals of Fences, Road Crossings, Signs, and Cattle Guards, . . . . .	2,384.14
Repairs and Renewals of Buildings and Fixtures, . . . . .	6,506.88
Repairs and Renewals of Docks and Wharves, . . . . .	1,682.26
Repairs and Renewals of Telegraph, . . . . .	28.67
Stationery and Printing, . . . . .	36.06
Other Expenses, . . . . .	5,180.58
<b>Total,</b>	<b>\$102,365.44</b>
<b>Maintenance of Equipment:</b>	
Superintendence, . . . . .	4,315.36
Repairs and Renewals of Locomotives, . . . . .	18,467.13
Repairs and Renewals of Passenger Cars, . . . . .	6,343.30
Repairs and Renewals of Freight Cars, . . . . .	11,220.96
Repairs and Renewals of Shop Machinery and Tools, . . . . .	2,109.26
Stationery and Printing, . . . . .	50.30
Other Expenses, . . . . .	934.07
<b>Total,</b>	<b>\$43,440.38</b>
<b>Conducting Transportation:</b>	
Superintendence, . . . . .	6,076.73
Engine and Roundhouse Men, . . . . .	7,056.06
Fuel for Locomotives, . . . . .	67,552.73
Water Supply for Locomotives, . . . . .	2,141.57
Other Supplies for Locomotives, . . . . .	2,541.88
Train Service, . . . . .	79,484.06
Train Supplies and Expenses, . . . . .	10,155.28

Operating Expenses. — *Continued.*

Item.	Amount.
Conducting Transportation (continued):	
Switchmen, Flagmen, and Watchmen, . . . . .	\$5,827.69
Telegraph Expenses, . . . . .	6,255.90
Station Service, . . . . .	132,036.29
Station Supplies, . . . . .	7,376.41
Car Mileage — Balance, . . . . .	33,165.79
Hire of Equipment — Balance, . . . . .	6,190.78
Loss and Damage, . . . . .	1,101.47
Injuries to Persons, . . . . .	5,347.09
Clearing Wrecks, . . . . .	1,203.91
Advertising, . . . . .	1,122.30
Outside Agencies, . . . . .	5,057.89
Rents of Buildings and other Property, . . . . .	20,955.43
Stationery and Printing, . . . . .	4,724.67
Other Expenses, . . . . .	1,069.56
Total,	\$406,443.49
General Expenses:	
Salaries of General Officers, . . . . .	9,308.29
Salaries of Clerks and Attendants, . . . . .	7,987.71
General Office Expenses and Supplies, . . . . .	69.13
Insurance, . . . . .	1,916.16
Law Expenses, . . . . .	4,914.89
Stationery and Printing (General Offices), . . . . .	314.92
Other Expenses, . . . . .	24.53
Total,	\$24,535.63
Recapitulation of Expenses:	
Maintenance of Ways and Structures, . . . . .	102,365.44
Maintenance of Equipment, . . . . .	43,440.38
Conducting Transportation, . . . . .	406,443.49
General Expenses, . . . . .	24,535.63
Grand Total,	\$576,784.94

Percentage of Expenses to Earnings — Entire Line, 75.

## Comparative General Balance Sheet.

(Company's Account.)

Total, June 30, 1896.	Assets.	Total, June 30, 1897.	Increase Year ending June 30, 1897.
\$3,011,075.39	Cost of Road (p. 247), . . .	\$3,011,075.39	.....
248,420.44	Cost of Equipment (p. 247), . .	248,420.44	.....
150,000.00	Bonds Owned (p. 249), . . .	150,000.00	.....
5,000.00	Steamboat Property, . . .	5,000.00	.....
80,293.62	Cash and Current Assets, . . .	82,458.95	\$2,165.33
\$3,494,789.45	Grand Total, . . . . .	\$3,496,954.78	\$2,165.33

Total, June 30, 1896.	Liabilities.	Total, June 30, 1897.	Increase Year ending June 30, 1897.
\$1,500,000.00	Capital Stock (p. 246), . . .	\$1,500,000.00	.....
1,500,000.00	Funded Debt (p. 246), . . .	1,500,000.00	.....
3,017.84	Current Liabilities (p. 247), . .	3,340.34	\$322.50
491,771.61	Profit and Loss, . . . . .	493,614.44	1,842.83
\$3,494,789.45	Grand Total, . . . . .	\$3,496,954.78	\$2,165.33

## Security for Funded Debt.

(Company's Account.)

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.
	From —	To —	Miles.	
Consolidated, .	New London,	Brattleboro.	121	\$12,396.69



**Employes and Salaries — Entire Line.**

(Lessees' Account.)

Class.	Num- ber.	Total No of Days Worked.	Total Yearly Compensation	Average Daily Compensation.
General Officers, . . . . .	2	638	\$4,426.98	\$6.94
General Office Clerks, . . . . .	5	1,595	4,541.96	2.85
Other Station Men, . . . . .	66	20,738	39,718.28	1.91
Enginemen, . . . . .	31	9,891	30,889.70	3.12
Firemen, . . . . .	25	7,976	14,539.40	1.82
Other Trainmen, . . . . .	88	27,438	48,819.01	1.78
Machinists, . . . . .	13	4,147	9,262.99	2.23
Carpenters, . . . . .	14	4,460	9,236.06	2.07
Other Shopmen, . . . . .	14	4,148	7,411.81	1.79
Other Trackmen, . . . . .	105	32,543	39,690.60	1.22
Switchmen, Flagmen, and Watchmen, .	5	1,595	1,987.38	1.25
Telegraph Operators and Despatchers, .	5	1,595	4,087.22	2.56
All other Employes and Laborers, . . .	137	42,753	54,516.21	1.27
<b>Total (including "General Officers"),</b>	<b>510</b>	<b>159,517</b>	<b>\$269,127.60</b>	<b>.....</b>
<b>Distribution of above :</b>				
General Administration, . . . . .	7	2,233	8,968.94	.....
Maintenance of Way and Structures, .	105	32,543	39,690.60	.....
Maintenance of Equipment, . . . . .	41	12,755	25,910.86	.....
Conducting Transportation, . . . . .	357	111,986	194,557.20	.....
<b>Total (including "General Officers"),</b>	<b>510</b>	<b>159,517</b>	<b>\$269,127.60</b>	<b>.....</b>

# Passenger, Freight, and Train Mileage.

(Lessee's Account.)

Item.	Tonnage, No. Passengers, No. Trains, Mileage, No. Cars.	REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
No. of passengers carried earning revenue, . . . . .	585,357	.....	.....	.....
No. of passengers carried one mile, . . . . .	8,780,651	.....	.....	.....
No. of passengers carried one mile per mile of road, . . . . .	87,806	.....	.....	.....
Average distance carried, . . . . .	15	.....	.....	.....
Total passenger revenue (p. 249), . . . . .		208,794	03	.....
Average am't received from each passenger, . . . . .			35	7
Average receipts per passenger per mile, . . . . .			02	3.8
Total passenger earnings (p. 249), . . . . .		239,174	35	.....
Passenger earnings per mile of road, . . . . .		2,391	74	.....
Passenger earnings per train mile, . . . . .			92	5
Freight Traffic:				
No. tons of freight carried earning revenue, . . . . .	735,161	.....	.....	.....
No. of tons carried one mile, . . . . .	34,853,555	.....	.....	.....
No. of tons carried one mile per mile of road, . . . . .	348,535	.....	.....	.....
Average distance haul of one ton, . . . . .	47.41	.....	.....	.....
Total freight revenue, . . . . .		479,781	95	.....
Average am't received for each ton of freight, . . . . .			65	2.6
Average receipts per ton per mile, . . . . .			01	3.76
Total freight earnings (p. 249), . . . . .		479,781	95	.....
Freight earnings per mile of road, . . . . .		4,797	82	.....
Freight earnings per train mile, . . . . .		1	79	5
Passenger and Freight:				
Passenger and freight revenue, . . . . .		688,575	98	.....
Pass. and freight revenue per mile of road, . . . . .		6,885	75	.....
Passenger and freight earnings (p. 249), . . . . .		718,956	30	.....
Pass. and freight earnings per mile of road, . . . . .		7,189	56	.....
Gross earnings from operation (p. 249), . . . . .		768,571	58	.....
Gross earn'gs from operation per mile of road, . . . . .		7,685	71	.....
Gross earnings from operation per train mile, . . . . .		1	46	1.81
Operating expenses (p. 251), . . . . .		576,784	94	.....
Operating expenses per mile of road, . . . . .		5,767	84	.....
Operating expenses per train mile, . . . . .		1	09	7.03
Income from operation (p. 248), . . . . .		191,786	64	.....
Income from operation per mile of road, . . . . .		1,917	86	.....
Train Mileage:				
Miles run by passenger trains, . . . . .	258,561	.....	.....	.....
Miles run by freight trains, . . . . .	267,206	.....	.....	.....
Total Mileage Trains Earning Revenue, . . . . .		525,767	.....	.....
Miles run by switching trains, . . . . .		227,901	.....	.....
Miles run by construction and other trains, . . . . .		12,032	.....	.....
Grand Total Train Mileage, . . . . .		765,700	.....	.....

## Freight Traffic Movement.

Commodity.	Total Freight Tonnage. Whole Tons.
<b>Products of Agriculture:</b>	
Grain, . . . . .	19,310
Flour, . . . . .	6,950
Other Mill Products, . . . . .	5,703
Hay, . . . . .	2,530
Fruit and Vegetables, . . . . .	8,492
<b>Products of Animals:</b>	
Live Stock, . . . . .	2,170
Dressed Meats, . . . . .	1,330
Other Packing-house Products, . . . . .	838
Poultry, Game, and Fish, . . . . .	2,222
Wool, . . . . .	6,756
<b>Products of Mines:</b>	
Anthracite Coal, . . . . .	43,323
Bituminous Coal, . . . . .	102,150
Coke, . . . . .	876
Ores, . . . . .	173
Stone, Sand, and other like articles, . . . . .	48,122
<b>Products of Forest:</b>	
Lumber, . . . . .	70,885
<b>Manufactures:</b>	
Petroleum and other Oils, . . . . .	7,151
Iron, Pig and Bloom, . . . . .	3,212
Cement, Brick, and Lime, . . . . .	11,591
Agricultural Implements, . . . . .	957
Merchandise, . . . . .	308,120
Miscellaneous: Other commodities not mentioned above, . . . . .	82,300
<b>Total Tonnage, . . . . .</b>	<b>735,161</b>

## Description of Equipment.

(Lessee's Account.)

Item.	Total No. at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Name.	No.	Name.
Locomotives :					
Passenger, . . . . .	11	11	Westinghouse		
Freight, . . . . .	10	6			
Switching, . . . . .	2				
Total locomotives in service,	23	17			
Cars in Passenger service :					
First-class Cars, . . . . .	15	15	Westinghouse	15	Miller.
Combination Cars, . . . . .	9	9	"	9	"
Baggage, Expr., & Postal Cars,	2	2	"	2	"
Other Cars in Passenger service,	2	2	"	2	"
Total, . . . . .	28	28		28	
Cars in Freight service :					
Box Cars, . . . . .	112			11	Trojan.
Flat Cars, . . . . .	109				
Coal Cars, . . . . .	107			7	Trojan.
Other Cars in Freight service,	2				
Total, . . . . .	330			18	
Cars in Company's service :					
Gravel Cars, . . . . .	38				
Derrick Cars, . . . . .	1				
Caboose Cars, . . . . .	11				
Other Road Cars, . . . . .	12				
Total, . . . . .	62				
Total Cars in service,	420				



**Mileage.**

(By Lessees.)

*a.* Mileage of road operated (all tracks):

Line in Use.	Line Represented by Capital Stock. Main Line.	Line Operated under Lease.	Total Mileage Operated.	Iron Rails.	Steel Rails.
Miles of single track, . . .	100.00	100.00	100.00	.....	100.00
Miles of yard track and sidings,	29.95	29.95	29.95	25.45	4.50
Total mileage operated, . .	129.95	129.95	129.95	25.45	104.50

*b.* Mileage of line operated by States and Territories (single track):

State or Territory.	Line Represented by Capital Stock. Main Line.	Line Operated under Lease.	Total Mileage Operated.	Steel Rails.
Connecticut, . . . . .	56.10	56.10	56.10	56.10
Massachusetts, . . . . .	43.90	43.90	43.90	43.90
Total Mileage Operated, . .	100.00	100.00	100.00	100.00

*c.* Mileage of line owned by States and Territories (single track):

State or Territory.	Line Represented by Capital Stock. Main Line.	Total Mileage Owned.	Steel Rails.
Connecticut, . . . . .	56.10	56.10	56.10
Massachusetts, . . . . .	54.90	54.90	54.90
Vermont, . . . . .	10.00	10.00	10.00
Total Mileage Owned, . . . .	121.00	121.00	121.00

**Renewals of Rails and Ties.**

(Lessee's Account.)

Kind.	Tons.	Weight per Yard.	Average price per ton at distributing point.
Steel, . . . . .	244	75 lbs.	\$30.00

**NEW TIES LAID DURING YEAR.**

Kind.	Number.	Average price at distributing point.
Chestnut, . . . . .	22,500	40 cents.
Chestnut, . . . . .	2,500	20 cents.
Total, . . . . .	25,000	.....

**Consumption of Fuel by Locomotives.**

Locomotives.	Bituminous Coal — Tons.
Passenger, . . . . .	8,447
Freight, . . . . .	11,187
Switching, . . . . .	9,434
Construction, . . . . .	371
Total, . . . . .	29,439
Average cost at distributing point, . . . . .	\$2.75

Average pounds consumed per mile, 64.

**Accidents to Persons.****EMPLOYEES.**

Kind of Accident.	Trainmen Killed.	Trainmen Injured.	Other Employees Injured.	Total Killed.	Total Injured.
Coupling and uncoupling, . . . . .	.....	13	.....	.....	13
Overhead Obstructions, . . . . .	1	.....	.....	1	.....
At Highway Crossings, . . . . .	.....	3	.....	.....	3
At Stations, . . . . .	.....	.....	2	.....	2
Total, . . . . .	1	16	2	1	18

## Accidents to Persons.—Continued.

## OTHERS.

Kind of Accident.	Passengers Injured.	Trespassing Killed.	Trespassing Injured.	Total Killed.	Total Injured.
Crossing Track, . . . . .	.....	2	2	2	2
Falling from Train, . . . . .	1	.....	1	.....	1
Total, . . . . .	1	2	3	2	3

## Characteristics of Road.

## BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	No.	AGGREGATE LENGTH.	
		Feet.	Inches.
Bridges:			
Iron, . . . . .	26	2,702	..
Wooden, . . . . .	49	3,373	..
Total, . . . . .	75	6,075	..
Trestles, . . . . .	22	2,757	..
Tunnels, . . . . .	1	75	..

## OVERHEAD HIGHWAY CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Bridges, . . . . .	5	15	..

GAUGE OF TRACK — 4 feet, 8½ inches ; 121 miles.

## Telegraph.

Owned by another company, but located on property of road making this report:

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
121	242	Western Union.	Western Union.

## Oath.

STATE OF CONNECTICUT, }  
COUNTY OF NEW LONDON, } ss.

I, the undersigned, Robert Coit, President and Treasurer of the New London Northern Railroad Company, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said Company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information, and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

ROBERT COIT,  
*President and Treasurer*

Subscribed and sworn to before me this 28th day of September, 1897.

JUSTUS A. SOUTHARD,  
*Notary Public*



# NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY.

## History.

The name of the common carrier making this report is the New York, New Haven & Hartford Railroad Company.

The date of the organization of the Company was August 6, 1872.

The company was organized and exists under the laws of the States of Connecticut, Massachusetts, and Rhode Island (Conn. Pub. Acts, 1871, Chaps. 129, 144, 152; Mass. Acts and Res., 1872, Chap. 171; Conn. Special Acts, 1873, p. 6; Laws of N. Y., 1874, Chap. 362; Special Laws, Conn., Vol. vii, p. 688; do. vol. viii, p. 411; do. vol. ix, pp. 1026, 1032; do. vol. x, pp. 21, 80, 115, 212, 509, 1118, 1298, 1359, 1349; Conn. Pub. Acts, 1889, Chap. 166; Special Laws Conn., vol. xi, pp. 32, 575; Conn. Special Acts, 1895, pp. 348, 632; Rhode Island Acts and Res., Jan., 1892, p. 389; do. Jan., 1893, pp. 377, 379, 380; do. 1895, p. 165; Mass. Acts and Res., 1888, Chap. 263; do. 1893, Chap. 112; do. 1894, Chap. 226; do. 1895, Chaps. 189, 278, 464; do. 1896, Chaps. 257, 516, 542, 321; do. 1897, Chap. 519.)

The company is a consolidation of the following constituent companies, to wit:

The New York and New Haven Railroad Company (Private Laws of Conn., vol. iv, pp. 1020, 1012, 1017, 1098, 1025, 907, 912, 1029, 1031; Laws of N. Y., 1846, Chap. 195; do. 1848, Chap. 143; Conn. Private Acts, 1866, p. 194; Special Laws of Conn. vol. vi, pp. 88, 137, 226, 319, 716, 677, 834; Conn. Public Acts, 1871, Chaps. 129, 144, 152.)

The Hartford and New Haven Railroad Company which had itself been consolidated with the Hartford and Springfield Railroad Corporation in 1847; with the Branch Company in 1850; with the Middletown Railroad Company in 1850; with the Middletown Extension Railroad Company in 1861; with the New Britain and Middletown Railroad Company in 1868; and with the Windsor Locks and Suffield Railroad Company in 1871 (Private Laws of Conn. vol. i, pp. 1002, 1005; do. vol. iv, pp. 898, 899, 900, 901, 967, 1012, 1017, 1018, 907, 912, 903; Mass. Special Laws, vol. 9, p. 448; Conn. Private Acts, 1855, p. 202; Private Laws of Conn., vol. v, p. 32; Mass. Special Laws, vol. 12, p. 582; Special Laws of Conn., vol. vi, pp. 578, 791; Conn. Public Acts, 1871, Chaps. 129, 144; Private Laws of Conn., vol. i, p. 1006; Conn. Private Acts, 1838, p. . . . ; Private Laws of Conn., vol. iv, pp. 916, 917, 918, 919; Conn. Private Acts, 1841, p. 82; Mass. Special Laws,

vol. 8, pp. 116, 208, 321, 420, 809; Private Laws of Conn., vol. iv, pp. 874, 934, 938; do. vol. v, p. 36; Conn. Private Acts, 1859, p. 152; Private Laws of Conn., vol. iv, pp. 954, 957; Conn. Private Acts, 1858, p. 126; do. 1860, p. 97; do. 1862, p. 96; do. 1864, p. 158; Private Laws of Conn., vol. v, p. 570; Special Laws Conn., vol. vi, pp. 323, 594).

The Stamford and New Canaan Railroad Company, successor of the New Canaan Railroad Company (Special Laws of Conn., vol. vi, pp. 22, 10; Conn. Special Acts, 1876, p. 66; Special Laws of Conn., vol. viii, p. 196; Conn. Special Acts, 1880, p. 75; Special Laws of Conn., vol. ix, p. 682; Special Laws of Conn., vol. ix, p. 859; Public Acts of Conn., 1883, Chap. 130; Gen. Statutes of Conn., Sec. 3471; Public Acts of Conn., 1889, Chap. 92).

The Hartford and Connecticut Valley Railroad Company, successor of the Connecticut Valley Railroad Company, (Special Laws of Conn., vol. vi, pp. 398, 548, 613, 652, 658; Conn. Private Acts, 1870, p. 196; Special Laws of Conn., vol. vii, pp. 63, 378, 555, 634; Conn. Public Acts, 1874, Chap. lxiv; Special Laws of Conn., vol. vii, pp. 810, 929; Conn. Special Acts, 1875, p. 178; Special Laws of Conn., vol. viii, pp. 39, 83; Conn. Special Acts, 1877, p. 122; Special Laws of Conn., vol. viii, p. 223; Conn. Special Acts, 1879, p. 5; Special Laws of Conn., vol. viii, p. 348; Mass. Special Laws, vol. 14, p. 660; Special Laws of Conn., vol. viii, p. 420; Conn. Special Acts, 1880, p. 115; Special Laws of Conn., vol. ix, p. 203; Mass. Special Laws, vol. xv, p. 53; Special Laws of Conn., vol. ix, pp. 614, 679; Public Acts of Conn., 1882, Chap. 138; Gen. Statutes of Conn., Sec. 3471; Public Acts of Conn., 1889, Chap. 92).

The New York, Providence and Boston Railroad Company (Private Acts of Conn., vol. i, pp. 1019, 1023; do. vol. iv, pp. 1032, 1033, 975, 978, 979; do. vol. v, pp. 47, 205, 227, 243; Conn. Private Acts, 1859, p. 151; Private Laws of Conn., vol. v, p. 592; Special Laws of Conn., vol. vi, p. 374; do. vol. vii, p. 938; do. vol. viii, p. 4; do. vol. ix, pp. 28, 503; do. vol. x, pp. 115, 1150; Rhode Island Acts and Res., June, 1832, p. 67; do. June, 1833, p. 10; do. 1836, p. 3; do. Jan., 1840, p. 83; Mass. Special Laws, vol. viii, pp. 179, 221; Rhode Island Acts and Res., Jan., 1841, p. 8; Mass. Special Laws, vol. viii, p. 307; Rhode Island Acts and Res., Oct., 1846, p. 86; do. May, 1847, p. 57; do. Oct. 1847, p. 48; do. January, 1848, p. 32; do. June, 1851, p. 44; do. January, 1852, p. 5; do. January, 1853, p. 262; do. May, 1858, p. 51; do. January, 1862, p. 239; do. June, 1864, p. 32; do. January, 1865, p. 261; do. May, 1868, p. 27; do. June, 1868, p. 42; do. January, 1872, p. 184; do. January, 1873, p. 206; do. May, 1874, p. 12; do. January, 1875, p. 261; do. May, 1875, p. 42; do. January, 1876, p. 191; do. January, 1880, p. 142; do. January, 1881, pp. 174, 178; do. January, 1885, p. 197; do. January, 1888, p. 245; do. May, 1888, p. 91; do. January, 1891, pp. 240, 244; do. May, 1891, p. 41; do. January, 1892, pp. 299, 389).

The Company for Erecting and Supporting a Toll Bridge from New Haven to East Haven (Private Laws of Conn., vol. i, pp. 241, 242, 243; do. vol. iii, p. 283; Special Laws of Conn., vol. vi, p. 182; do. vol. viii, p. 310; do. vol. x, p. 79; Conn. Special Acts, 1895, p. 632).

The Union Wharf Company in New Haven and the contractors to rebuild and support Union Wharf and Pier in New Haven (Private Laws of Conn., vol. i, pp. 523, 525, 497, 498, 502; do. vol. iv, p. 1384; Special Laws of Conn., vol. vi, p. 9; Conn. Special Acts, 1895, p. 632); and

Shore Line Railway, successor in 1864 to the New Haven. New London

& Stonington Railroad Company which was formed by a merger, in 1856, of the New Haven and New London Railroad Company with the New London and Stonington Railroad Company (Private Laws of Conn., vol. iv, pp. 967, 973; U. S. Statutes at Large, vol. 9; Conn. Private Acts, Chap. xlvii, p. 165; Private Laws of Conn., vol. iv, pp. 974, 975, 978, 979; Private Laws of Conn., vol. v, pp. 47, 205, 227, 243; Conn. Private Acts, 1859, p. 151; Private Laws of Conn., vol. v, pp. 590, 766; Special Laws of Conn., vol. vi, pp. 327, 394; U. S. Statutes at Large, vol. xv, Chap. xxxviii, p. 273; Special Laws of Conn., vol. vi, pp. 906, 919; do. vol. viii, p. 364; do. vol. x, p. 509).

The date and authority for each of the above consolidations is as follows:

The New York & New Haven Railroad Company with the Hartford & New Haven Railroad Company, forming the New York, New Haven & Hartford Railroad Company, August 6, 1872 (Conn. Public Acts, 1871, Chap. 129; Mass. Acts and Resolves, 1872, Chap. 171).

The New York, New Haven & Hartford Railroad Company with the Stamford and New Canaan Railroad Company, October 1, 1890 (Special Laws of Conn., vol. x, p. 1298).

The New York, New Haven & Hartford Railroad Company with the Hartford & Connecticut Valley Railroad Company, December 21, 1892 (Special Laws of Conn., vol. x, p. 1298).

The New York, New Haven & Hartford Railroad Company with the New York, Providence & Boston Railroad Company, February 13, 1893 (Special Laws of Conn., vol. x, p. 1298; Rhode Island Acts and Res., January, 1892, p. 389; do. January, 1893, p. 377).

The New York, New Haven & Hartford Railroad Company with the Company for Erecting and Supporting a Toll Bridge from New Haven to East Haven, October 18, 1895 (Conn. Special Acts, 1895, p. 632); and

The New York, New Haven & Hartford Railroad Company with The Union Wharf Company in New Haven, and with the contractors to rebuild and support Union Wharf and Pier in New Haven, October 18, 1895 (Conn. Special Acts, 1895, p. 632); and

The New York, New Haven and Hartford Railroad Company with the Shore Line Railway, March 18, 1897 (Special Laws of Conn., vol. x, p. 1298).

#### Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
WILLIAM D. BISHOP,	Bridgeport, Conn.,	October 20, 1897.
HENRY C. ROBINSON,	Hartford, Conn.,	" "
CHARLES P. CLARK,	New Haven, Conn.,	" "
JOSEPH PARK,	New York, N. Y.,	" "
CHAUNCEY M. DEPEW,	" "	" "
HENRY S. LEE,	Springfield, Mass.,	" "
WILLIAM ROCKEFELLER,	New York, N. Y.,	" "
LEVERETT BRAINARD,	Hartford, Conn.,	" "
J. PIERPONT MORGAN,	New York, N. Y.,	" "
GEO. MACCULLOCH MILLER,	" "	" "
JOHN M. HALL,	New Haven, Conn.,	" "

**Organization.—Continued.**

NAMES of Directors.	Post-office Address.	Expiration of Term.
CHARLES F. CHOATE,	Boston, Mass.,	October 20, 1897.
NATHANIEL THAYER,	" "	" "
ROYAL C. TAFT,	Providence, R. I.,	" "
CHARLES F. BROOKER,	Torrington, Conn.,	" "
CARLOS FRENCH,	Seymour, Conn.,	" "
GEORGE J. BRUSH,	New Haven, Conn.,	" "
I. DEVER WARNER,	Bridgeport, Conn.,	" "
ARTHUR D. OSBORNE,	New Haven, Conn.,	" "

Total number of stockholders at date of last election ? 7,804.

Date of last meeting of stockholders for election of directors ? Oct. 21, 1896.

Post-office address of general office ? New Haven, Conn.

Post-office address of operating office ? New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed ? H. M. Kochersperger, Comptroller, New Haven, Conn.

**Officers.**

Title.	Name.	Location of Office.
President,	CHARLES P. CLARK,	New Haven, Conn.
First Vice-President,	JOHN M. HALL,	" "
Second Vice-President,	C. S. MELLEN,	" "
Secretary,	WM. D. BISHOP, JR.,	Bridgeport, "
Treasurer,	WM. L. SQUIRE,	New Haven, "
Comptroller,	H. M. KOCHERSPERGER,	" "
Chief Engineer,	F. S. CURTIS,	" "
General Superintendent,	C. H. PLATT (N. H. System),	" "
" "	E. G. ALLEN (Old Col. System),	Boston, Mass.

**DIVISION SUPERINTENDENTS.***New Haven System :*

Supt. N. Y. Division,	O. M. SHEPARD,	New York City.
Supt. Hartford "	C. S. DAVIDSON,	Hartford, Conn.
Supt. N. London "	W. A. WATERBURY,	New Haven, "
Supt. Air Line "	F. C. PAYNE,	" "
Supt. N'thampton Div.,	R. G. CURTIS,	" "
Supt. Naugatuck "	GEO. W. BEACH,	Waterbury, "
Supt. Valley "	J. V. A. TRUMBULL,	Hartford, "
Supt. Berkshire "	J. P. HOPSON,	New Haven, "
Supt. Danbury "	J. E. MARTIN,	Danbury, "

*Old Colony System :*

Supt. Providence	C. A. McALPINE,	Boston, Mass.
Supt. Stonington	J. B. GARDINER,	Providence, R. I.
Supt. Worcester	F. G. SPENCER,	" "



## Officers.—Continued.

Title.	Name.	Location of Office.
<i>Old Colony System continued:</i>		
Supt. Northern	Div., I. N. MARSHALL,	S. Fr'm'gh'm, Mass.
Supt. Plymouth	" J. H. FRENCH,	Boston, "
Supt. Taunton	" A. L. ACKLEY,	Taunton, "
Supt. Cape Cod	" G. T. TAYLOR,	Hyannis, "
Passenger Traffic Manager,	GEO. L. CONNOR,	New Haven, Conn.
General Freight Agent,	N. A. WILLCOX,	" "
Asst. Gen'l Freight Agent,	G. L. WINLOCK,	Boston, Mass.
General Passenger Agent,	C. T. HEMPSTEAD (N. H. System),	New Haven, Conn.
" " "	A. C. KENDALL (Old Col. " ),	Boston, Mass.
General Ticket Agent,	JAMES N. STATES,	New Haven, Conn.
General Baggage Agent,	GEO. A. MORTON,	" "

## Property Operated.—State of Connecticut.

Name of every railroad the operations of which are included in the Income Account (p. 275):

1. Railroad Line represented by Capital Stock: *a.* Main Line. *b.* Branches and Spurs. 2. Proprietary Companies whose entire Capital Stock is owned by this Company. 3. Line Operated under Lease for specified sum. 4. Line Operated under Contract, or where the Rent is contingent upon earnings or other considerations. 5. Line Operated under Trackage Rights.

Name.	TERMINALS.		Miles of Line for each Road Named.	Miles of Line for each class of Roads Named.
	From —	To —		
1 <i>a.</i> N. Y., N. H. & H. R. R.,	New York State Line, near Port Chester,	R. I. State Line, near Westerly.	....	115.79
1 <i>b.</i> New Canaan Branch,	Stamford,	New Canaan.	7.66	
Connection at	New Haven with	N. H. & D. R. R.	1.66	
Hartford Division,	Cedar Hill,	Mass. State Line.	54.22	
New Britain Branch,	Berlin,	New Britain.	3.18	
Middletown Branch,	Berlin,	Middletown.	9.70	
Valley Division,	Hartford,	Fenwick.	46.20	
Suffield Branch,	Windsor Locks,	Suffield.	4.32	
Loop Branch at	Stonington,		.97—	127.91
3. Danbury & Norwalk R. R.,	Danbury,	Wilson's Point.	26.23	
Ridgefield Branch,	Branchville,	Ridgefield.	3.97	
Housatonic R. R.,	Bridgeport,	Mass. State Line.	74.97	
Botsford Branch,	Botsford,	Huntington.	9.79	
Danbury Branch,	Brookfield Junction,	Danbury.	5.36	
Naugatuck R. R.,	Naugatuck "	Winsted.	56.55	
Watertown Branch,	Waterbury,	Watertown.	4.44	
New Haven & Derby R. R.,	New Haven,	Ansonia.	12.90	
Huntington Branch,	Derby,	Huntington.	3.79	
Boston & N. Y. Air Line R. R.,	New Haven,	Willimantic.	51.50	
Colchester R. R.,	Turnerville,	Colchester.	3.50	
N. Haven & North'pton R. R.,	New Haven,	Mass. State Line.	51.26	
New Hartford Branch,	Farmington,	New Hartford.	14.09	318.49
5. New England R. R.,	Junction to Station,	Willimantic.	....	.36
Total,			....	562.55

## Property Operated.

Name of every railroad the operations of which are included in the Income Account (p. 275) :

1. Railroad Line represented by Capital Stock : *a.* Main Line. *b.* Branches and Spurs. 2. Proprietary Companies whose entire Capital Stock is owned by this Company. 3. Line Operated under Lease for specified sum. 4. Line Operated under Contract, or where the Rent is contingent upon earnings or other considerations. 5. Line Operated under Trackage Rights.

Name.	TERMINALS.		Miles of Line for each Road Named.	Miles of Line for each class of Roads Named.
	From —	To —		
1 <i>a.</i> N. Y., N. H. & H. R. R.,	Woodlawn Jct., N. Y.	Providence, R. I.	173.78	
1 <i>b.</i> New Canaan Branch,	Stamford, Ct.	New Canaan, Ct.	7.66	
Connection at	New Haven with	N. H. & D. R. R.	1.66	
Hartford Division,	Cedar Hill, Ct.	Springfield, Mass.	60.17	
New Britain Branch,	Berlin, Ct.	New Britain, Ct.	3.18	
Middletown Branch,	Berlin, Ct.	Middletown, Ct.	9.70	
Valley Division,	Hartford, Ct.	Fenwick, Ct.	46.20	
Suffield Branch,	Windsor Locks, Ct.	Suffield, Ct.	4.32	
Loop Branch at	Stonington, Ct.		.97	
Buttonwoods Branch,	Auburn, R. I.	Buttonwoods, R. I.	9.90	
Pontiac Branch,	Auburn, R. I.	Pontiac, R. I.	4.69	
Harbor Junction Branch,	Auburn, R. I.	Hend'n St., Prov.	3.58	325.81
2 and 3. Harlem R. & Pt. C. R. R.,	Harlem River, N. Y.	New Rochelle.	11.50	
West Stockbridge R. R.,	W. Stockbridge, Mass.	N. Y. State Line.	2.64	14.14
3. Danbury & Norwalk R. R.,	Danbury, Ct.	Wilson Point, Ct.	26.28	
Ridgefield Branch,	Branchville, Ct.	Ridgefield, Ct.	3.97	
Housatonic R. R.,	Bridgeport, Ct.	Mass. State Line.	74.97	
Botsford Branch,	Botsford, Ct.	Huntington, Ct.	9.79	
Danbury "	Brookfield Junction	Danbury, Ct.	5.36	
Berkshire Railroad,	Conn. State Line	W. Stockbridge, Mass.	20.53	
Stockbridge & Pittsfield R. R.,	Van Deusen's, Mass.	Pittsfield, Mass.	22.02	
Naugatuck Railroad,	Naugatuck Jct., Ct.	Winsted, Ct.	56.55	
Watertown Branch,	Waterbury, Ct.	Watertown, Ct.	4.44	
New Haven & Derby R. R.,	New Haven, Ct.	Ansonia, Ct.	12.90	
Huntington Branch,	Derby, Ct.	Huntington, Ct.	3.79	
Boston & N. Y. Air Line Ry.,	New Haven, Ct.	Williamantic, Ct.	51.50	
Colchester Railroad,	Turnerville, Ct.	Colchester, Ct.	3.59	
N. H. & Northampton Co.,	New Haven, Ct.	Conway Jct., Mass.	94.64	
New Hartford Branch,	Farmington, Ct.	New Hartford.	14.09	
Williamsburg "	Northampton, Mass.	Williamsburg.	7.51	
Turner's Falls "	So. Deerfield, Mass.	Turner's Falls.	10.07	
Pawtuxet Valley Railroad,	Pontiac, R. I.	Hope, R. I.	5.67	
Providence & Worcester R. R.,	Providence, R. I.	Worcester, Mass.	*40.90	
East Providence Branch,	Valley Falls, R. I.	East Providence.	7.00	
Prov., Warren & Bristol R. R.,	India Point, R. I.	Bristol, R. I.	13.60	
Branch at	India Point,		.75	
Boston & Providence R. R.,	Boston, Mass.	Providence, R. I.	*41.50	
India Point Branch,	East Junction, Mass.	India Point, R. I.	8.05	
West Roxbury "	Forest Hills, Mass.	Dedham, Mass.	5.37	
Dedham "	Readville, Mass.	Dedham, Mass.	2.22	
Stoughton "	Canton Jct., Mass.	Stoughton, Mass.	4.05	
Old Colony R. R.—Main Line,	Boston, Mass.	Newport, R. I.	67.79	
" " "	Mayflower Pk., Mass.	Somerset Junction.	26.31	
" " "	Middleboro, Mass.	Provincetown.	85.66	
" " "	Raynham, Mass.	Whittenton Junction.	3.38	
" " "	Braintree, Mass.	Kingston, Mass.	32.34	
" " "	So. Braintree, Mass.	Plymouth, Mass.	26.04	
" " "	Framingham, Mass.	Lowell, Mass.	26.12	
" " "	New Bedford, Mass.	Pitchburg, Mass.	91.25	
Dorchester & Milton Branch,	Neponset, Mass.	Mattapan, Mass.	3.30	
Stoughton Branch,	Junction, Mass.	Stoughton, Mass.	1.65	
Shawmut "	Harrison Sq., Mass.	Shawmut, Mass.	2.39	
Bridgewater "	Whitman, Mass.	Bridgewater f. Wks.	6.12	
Brockton "	Elmwood, Mass.	Westdale, Mass.	.75	
Granite "	Atlantic, Mass.	Braintree, Mass.	5.41	
Hyannis "	Yarmouth, Mass.	Hyannis, Mass.	5.05	
Woods Holl "	Buzzards Bay	Woods Holl, Mass.	17.54	

\* Includes only one-half of joint track between Providence Station and Boston Switch, a distance of five miles.

## Property Operated.—(Continued).

Name.	TERMINALS.		Miles of Line for each Road Named.	Miles of Line for each class of Road Named.
	From —	To —		
Hanover Branch,	North Abington, Mass.	Hanover, Mass.	7.60	
Fairhaven "	Tremont, Mass.	Fairhaven, Mass.	15.17	
Easton "	Matfield, Mass.	Easton, Mass.	7.56	
P. & M. R. R. Extension,	at	Middleboro, Mass.	.42	
Middleboro & Taunton Branch,	Middleboro, Mass.	M. & T. Jct., Mass.	8.04	
Attleboro Branch,	Attleboro Jct., Mass.	Attleboro, Mass.	8.60	
Whittenton "Y" Branch,	Attleboro Jct., Mass.	Whittenton, Mass.	.98	
Sterling "	Pratt's Jct., Mass.	Sterling Jct., Mass.	5.03	
Lancaster "	Lancaster Jct., Mass.	Lancaster Mills.	1.63	
Marlboro "	Marlboro Jct., Mass.	Marlboro, Mass.	1.47	
Prison "	S. Framingham, Mass.	Woman's Ref'm't'y.	.62	
Wrentham "	Walpole Jct., Mass.	N. Attleboro, Mass.	12.85	
Walpole & Dedham Branch,	Walpole Jct., Mass.	Norwood Jct., Mass.	5.76	
Fall River Branch,	New Bedford, Mass.	Fall River, Mass.	12.25	
F. R., W. & P. Branch,	Fall River, Mass.	Warren, Mass.	7.95	
P. & W. R. R. Connection,			.22	
Attleboro Branch R. R.,	Attleboro, Mass.	N. Attleboro, Mass.	1.00	
Nantasket Beach R. R.,	Nantasket Jct., Mass.	Pemberton, Mass.	6.35	
Plymouth & Middleboro R. R.,	Plymouth, Mass.	Middleboro, Mass.	15.03	1,084.54
4. Holyoke & Westfield R. R.,	Holyoke, Mass.	Westfield, Mass.	10.32	
Chatham Railroad,	Harwich, Mass.	Chatham, Mass.	7.07—	17.39
5. New York & Harlem R. R.,	Woodlawn, N. Y.	G. C. Depot, N. Y.	12.03	
Fitchburg Railroad,	Conway Jct., Mass.	Shelburne Falls.	1.67	
New England Railroad,	Junction to Station	Williamantic, Ct.	.36	
Boston & Albany Railroad,	Junction to Station	Worcester, Mass.	.15	
New England Railroad,	Dedham, Mass.	Islington Jct., Mass.	2.00	
" " "	Islington Jnction	Norwood Jct., Mass.	2.55	
Boston & Maine Railroad,	Junction to Station	Lowell, Mass.	.57—	22.33
Total Mileage Operated,				1,464.21

## Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	1,006,000	\$100.00	\$100,000,000	\$47,612,200	*8 per ct.	\$3,803,518

\* Two per cent. on \$47,475,700, 2 per cent. on \$47,475,700, 2 per cent. on \$47,612,200, 2 per cent. on \$47,612,200.

Capital Stock — *Continued.*

Manner of Payment for Capital Stock.	Number of Shares Issued during Year.	Cash Realized on Amount Issued during Year.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash, Oct. 1, 1889, Common, . . . . .			31,000	\$3,100,000
Issued for Cash, Oct. 1, 1891, Common, . . . . .			46,750	4,675,000
Issued for Cash, Oct. 1, 1895, Common, . . . . .			94,757	9,475,700
Issued for Stock of N. Y. & N. H. R. R. Co. and Stock of H. & N. H. R. R. Co., . . . . .			155,000	15,500,000
Issued for Stock of Stamford & New Canaan R. R. Co., . . . . .			1,000	100,000
Issued for Stock of Hartford & Conn. Valley R. R. Co., . . . . .			50,000	5,000,000
Issued for Stock of Shore Line Railway Co., . . . . .	1,365	\$136,500	7,500	750,000
Issued for Stocks of leased lines, as per schedule on page 268, . . . . .			82,115	8,211,500
Total, . . . . .	1,365	\$136,500	476,122	\$47,612,200

STOCKS OF LEASED LINES (NOT MERGED) RECEIVED IN EXCHANGE FOR STOCK  
OF NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY.

Old Colony Railroad, 55,180 shares for 49,662 shares of N. Y., N. H. & H. R. R., . . . . .	\$4,966,200.00
Naugatuck Railroad, 9,722 shares for 9,722 shares of N. Y., N. H. & H. R. R., . . . . .	972,200.00
New Haven & Northampton Company, 24,035 shares for 9,614 shares of N. Y., N. H. & H. R. R., . . . . .	961,400.00
Boston & New York Air Line Railroad, 15,945 shares for 6,378 shares N. Y., N. H. & H. R. R., . . . . .	637,800.00
Housatonic Railroad, 27,232 shares for 3,404 shares of N. Y., N. H. & H. R. R., . . . . .	340,400.00
Danbury & Norwalk Railroad, 8,928 shares for 2,232 shares of N. Y., N. H. & H. R. R., . . . . .	223,200.00
New Haven & Derby Railroad, 3,536 shares for 1,088 shares of N. Y., N. H. & H. R. R., . . . . .	108,800.00
Stockbridge & Pittsfield Railroad, 15 shares for 9 shares of N. Y., N. H. & H. R. R., . . . . .	900.00
Berkshire Railroad, 10 shares for 6 shares of N. Y., N. H. & H. R. R., . . . . .	600.00
82,115 shares of N. Y., N. H. & H. R. R., . . . . .	\$8,211,500.00



## Funded Debt.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued.	Amount Out-standing.	Cash realized on Amount Issued.
	Date of Issue.	When Due.				
First Mortgage, . .	1883	1903	\$5,000,000	\$2,000,000	\$2,000,000	\$2,047,971.09
1st Mtg. N. Y., P. & B. R. R. Co.,	1869	1899	1,000,000	1,000,000	1,000,000	1,000,000.00
1st Mtg. N. Y., P. & B. R. R. Co.,	1881	1901	300,000	300,000	300,000	300,000.00
Gen. Mtg. N. Y., P. & B. R. R. Co.,	1892	1942	4,000,000	1,000,000	1,000,000	1,000,000.00
1st Mtg. Shore Line Ry. Co., . . . .	1880	1910	200,000	200,000	200,000	201,000.00
Total. . . . .	.....	.....	\$10,500,000	\$4,500,000	\$4,500,000	\$4,548,971.09

## INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
4 per cent.	June and December,	\$80,000.00	\$80,000.00
7 per cent.	January and July,	70,000.00	70,000.00
4 per cent.	April and October,	12,000.00	12,000.00
4 per cent.	April and October,	40,000.00	40,000.00
4½ per cent.	March and September,	3,000.00	.....
Total,	.....	\$205,000.00	\$202,000.00

## Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage Bds. (p. 269),	\$4,500,000.00	\$4,500,000.00	\$205,000.00	\$202,000.00

## Current Assets and Liabilities.

Cash and Current Assets available for Payment of Current Liabilities.	Current Liabilities Accrued to and including June 30, 1897.
Cash, . . . . \$482,080.05 Bills Receivable, . . . 518,271.31 Due from Agents, . . . 548,694.53 Due from Solvent Companies and Individuals, . . 1,816,857.28 Other Cash Assets, . . . 15,404.37 Property at 266 South St., New York City, . . . 90,000.00  Total—Cash & Cur. As'ts, \$3,471,307.54 Bal.—Current Liabilities, 3,991,248.72  Total, . . . \$7,462,556.26	Loans and Bills Payable, \$5,320,000.00 Audited Vouchers and Accounts, . . . . 1,247,406.17 Wages and Salaries, . . 253,431.85 Net Traffic Balances due to other Companies, . . 587,641.27 Dividends not called for, 4,778.00 Mat. Int. Coup. unpaid, 1,260.00 Rents due July 1st, . . 48,038.97  Total—Cur. Liabilities, . \$7,462,556.26  Total, . . . \$7,462,556.26

Materials and Supplies on hand, \$1,631,869.81.

## Recapitulation.

a. For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 267),	\$47,612,200.00	\$47,612,200.00	325.81	\$146,135
Bonds (p. 269), . . .	4,500,000.00	4,500,000.00	325.81	13,812
Total, . . . .	\$52,112,200.00	\$52,112,200.00	325.81	\$159,947

## Recapitulation.

b. For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the income Account (p. 275).

Name of Road.	Capital Stock.	Funded Debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
N. Y., N. H. & Hartford,	\$47,612,200.00	\$4,500,000.00	\$52,112,200.00	325.81	\$159,947
Old Colony,	16,508,900.00	14,791,200.00	31,300,100.00	507.45	61,681
Boston & Providence,	4,000,000.00	2,170,000.00	6,170,000.00	63.69	96,876
Providence & Worcester,	3,500,000.00	1,500,000.00	5,000,000.00	50.40	50,206
Providence, Warren & Bristol,	437,300.00	.....	437,300.00	14.25	30,474
Plymouth & Middleborough,	80,000.00	225,000.00	305,000.00	15.03	20,293
Attleborough Branch,	131,700.00	.....	131,700.00	4.00	32,935
Nantasket Beach,	.....	250,000.00	250,000.00	6.95	35,971
Chatham,	68,200.00	26,300.00	94,500.00	7.07	13,296
Pawtuxet Valley,	100,900.00	160,000.00	260,900.00	5.67	46,014
Naugatuck,	2,000,000.00	150,000.00	2,150,000.00	60.99	25,252
New Haven & Northampton,	2,460,000.00	3,900,000.00	6,360,000.00	126.31	50,352
Holyoke & Westfield,	260,000.00	260,000.00	520,000.00	10.32	50,388
Boston & New York Air Line,	3,876,100.88	500,000.00	4,376,100.88	51.50	84,973
Colchester,	25,000.00	25,000.00	50,000.00	3.59	13,928
New Haven & Derby,	447,000.00	1,280,000.00	1,727,000.00	16.69	103,475
Housatonic,	2,898,800.00	3,000,000.00	5,898,800.00	90.12	65,455
Berkshire,	600,000.00	.....	600,000.00	20.53	29,226
Stockbridge & Pittsfield,	448,700.00	.....	448,700.00	22.02	20,377
West Stockbridge,	39,600.00	.....	39,600.00	2.64	15,000
Danbury & Norwalk,	600,000.00	650,000.00	1,250,000.00	36.20	34,530
Harlem River & Port Chester,	42,550.00	3,000,000.00	3,042,550.00	11.50	264,570
Total,	\$86,136,950.88	\$36,387,500.00	\$122,524,450.88	1,452.83	\$84,395

## Statement of Changes in Capital Accounts during the Year Ending June 30, 1897.

## DEDUCTIONS.

Amount transferred from the Construction Account of the New York, New Haven & Hartford Railroad Company to the debit of the Harlem River & Port Chester Railway Company for construction expenditures on the last named from August 1, 1881, to June 30, 1897, the Harlem River & Port Chester Railroad Company being authorized by law to issue its bonds to reimburse the New York, New Haven & Hartford Railroad Company for these expenditures should occasion require:

Branch Track Sidings, etc., at Van Nest,	\$47,702.67
Separating Grade Crossings at Van Nest,	25,946.26
Separating Grade Crossings at West Farms,	38,607.38
Passenger Station, Harlem River,	190,100.34
Passenger Station, West New Rochelle,	10,144.14
Passenger Station, Woodside,	4,010.61
Passenger Station, Pelham Manor,	3,298.34
Freight Station and Grounds, Harlem River,	85,765.30
Freight Station, Van Nest,	119,843.57
Freight Station, West Chester,	79,371.61
Freight Station, Oak Point,	78.49

Statement of Changes in Capital Accounts—*Continued.*

## DEDUCTIONS.

Freight Station, New Rochelle, . . . . .	\$8,737.24	
Freight Station on East River Piers, . . . . .	42,140.81	
Platform and Fence, Van Nest, . . . . .	5,739.94	
Land, New York City, . . . . .	1,399,329.89	
Land, West Farms, . . . . .	6,500.00	
Land, Bronx River, . . . . .	56,176.00	
Land, West Chester, . . . . .	262,550.43	
Land, Casanova, . . . . .	10,835.80	
Land, New Rochelle, . . . . .	33,252.20	
Land, Pelham Manor, . . . . .	14,028.00	
Land, Pelham Bay, . . . . .	399.65	
Land, Bay Chester, . . . . .	1,200.00	
Land, Port Morris, . . . . .	113,154.77	
Engine House, Harlem River, . . . . .	95,111.20	
Elevated Railroad Connections, . . . . .	50,655.05	
Bridge, Bronx River, . . . . .	1,952.88	
Machine Shop, Harlem River, . . . . .	143.98	
Docks and Transfer Slips, Harlem River, . . . . .	11,952.23	
Docks on East River, . . . . .	128,688.31	
In connection with four-tracking, as under —		
Bridge Bronx River, . . . . .	113,573.63	
Grading, . . . . .	52,386.30	
Right of Way, . . . . .	11,408.60	
Engineering, . . . . .	8,551.76	
Bridges, New Rochelle, . . . . .	46,239.37	
Bridges, Pelham Manor, . . . . .	11,236.18	
Separating Grade Crossings at New Rochelle, . . . . .	32,100.19	\$3,122,913.12

*Equipment.*

Locomotives, . . . . .	\$63,132.60	
Suburban Cars, . . . . .	64,857.85	
Floating Equipment, . . . . .	562,750.27	690,740.72
Total Deductions during the Year, . . . . .		\$3,813,653.84

## ADDITIONS.

Amount expended during the year for permanent improvements, as follows:

Four Tracks, New York Division (including stations, bridges, and elimination of grade crossings), . . . . .	\$832,389.17
Real Estate out of New York State, . . . . .	105,014.09
Elimination of Grade Crossings other than those in connection with four tracking, . . . . .	45,294.83
Improvements on Berkshire Division, . . . . .	173,172.34
Improvements on Air Line Division, . . . . .	74,735.38
Improvements on Northampton Division, . . . . .	61,206.79



## Statement of Changes in Capital Accounts — (Continued).

## ADDITIONS.

Power Station at Berlin, . . . . .	\$114,113.91
Third Rail and Electric Bonding, New Britain Branch, . . . . .	16,133.91
Miscellaneous, . . . . .	4,334.15

*In New York State.*

Freight Station, New Rochelle, . . . . .	*8,737.24
Freight Yard, West Chester, . . . . .	*32,255.59
Freight Yard, Harlem River, . . . . .	*769.22
New Passenger Station, Woodside, . . . . .	*3,740.61
New Passenger Station, Pelham Manor, . . . . .	*3,298.34
Bridge 151, Pelham Manor, . . . . .	*11,236.18
Bridge 153, New Rochelle, . . . . .	*19,205.54
Bridge 153a, New Rochelle, . . . . .	*17,709.31
Bridge 154, New Rochelle, . . . . .	*72.00
Bridge 155, New Rochelle, . . . . .	*621.36
Changes of Grade Crossing, New Rochelle, Bridge 151a, . . . . .	*16,344.13
Changes of Grade Crossings, New Rochelle, Bridge 152a, . . . . .	*15,756.06
Engineers' Expenses, . . . . .	*5,320.99
Grading, . . . . .	*46,888.38
Right of Way, . . . . .	*11,408.60
Legal Expenses, . . . . .	*43.90
Real Estate, West Chester, . . . . .	*11,613.00
Real Estate, Bronx River, . . . . .	*6,500.00
Real Estate, Casanova, . . . . .	*10,835.80
Real Estate, New Rochelle, . . . . .	*24,062.50
Real Estate, Mount Vernon, . . . . .	17,150.00

Total Permanent Improvements for Year, . . . . .	\$1,689,963.62
Construction Account, Shore Line Railway, . . . . .	1,169,496.10

Total Additions during the Year, . . . . .	\$2,859,459.72
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Net Deductions from Construction Account during the Year, . . . . .	\$954,194.12
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\* Included in transfer to Harlem River &amp; Port Chester Railroad Company.

## Cost of Road, Equipment, and Permanent Improvements.

Item.	EXPENDITURES DURING YEAR		Total Cost to June 30, 1896.	Total Cost to June 30, 1897.	Cost per Mile.
	Included in Operating Expenses.	Not Included in Operating Ex- penses charged to Construction or Equipment.			
Construction :					
Other Real Estate, . . . . .		\$1,715,110.38			
Fences, . . . . .		1,811.49			
Grading, and Bridge and Culvert Masonry, . . . . .	\$75,639.86	639,520.37			
Bridges and Trestles, . . . . .	1,656.26	62,225.41			
Rails, . . . . .	4,434.42	37,292.46			
Ties, . . . . .	1,879.33	13,377.70			
Other Superstructure, . . . . .	5,394.68	16,049.09			
Buildings, Furniture, and Fixtures, . . . . .	61,693.77	366,876.60			
Shop Machinery and Tools, . . . . .		143.98			
Engineering Expenses, . . . . .		13,193.80			
Wharfing, etc., . . . . .		140,640.54			
Sidings and Yard Exten- sions, . . . . .	25,256.18				
Power Station, Berlin, Ct., . . . . .		114,113.91			
Third Rail and Electric Bonding, . . . . .		16,133.91			
Construction Account of Shore Line Railway, . . . . .		1,169,496.10			
Other items, . . . . .	382.75	554.68			
Total Construction, . . . . .	\$176,337.25	\$263,453.40	\$46,168,670.37	\$45,905,216.97	\$140,895.67
Equipment :					
Locomotives, . . . . .	353,700.50	63,132.60			
Passenger Cars, . . . . .	4,053.26	61,857.85			
Baggage, Express, and Postal Cars, . . . . .	8,582.93				
Electric Cars, . . . . .	73,148.37				
Freight Cars, . . . . .	169.00				
Other Cars of all classes, . . . . .	14,532.62				
Floating Equipment, . . . . .	86,039.70	562,750.27			
Total Equipment, . . . . .	\$540,226.38	\$690,740.72	\$5,952,534.44	\$5,261,793.72	\$16,149.88
Total Cost Construction, { Equipment, etc., . . . . .	\$716,563.63	\$954,194.12	\$52,121,204.81	\$51,167,010.69	\$157,045.55

## Income Account.

Gross Earnings from Operation (p. 276), . . . . .	\$29,623,333.10
Less Operating Expenses (p. 281), . . . . .	20,043,257.54
Income from Operation, . . . . .	\$9,580,075.56
Dividends on Stocks Leased, as per Schedule, . . . . .	\$148,900.00
Dividends on Stocks Owned (p. 277), . . . . .	189,737.37
Interest on Bonds owned (p. 277), . . . . .	261,494.46
Miscellaneous Income, less Expenses (p. 279), . . . . .	13,940.46
Income from other sources, . . . . .	\$614,072.29
Total Income, . . . . .	\$10,194,147.85

*Income Account.—Continued.*

## Deductions from Income:

Interest on Funded Debt accrued (p. 269), . . .	\$205,000.00	
Interest on Interest-bearing Current Liabilities accrued, not otherwise provided for, . . .	323,988.12	
Interest on Convertible Debenture Certificates, . . .	655,888.00	
Rents paid for Lease of Road (p. 281, <i>a</i> ), . . .	3,450,171.72	
Taxes, . . . . .	1,647,744.14	
Interest on Debentures (non-convertible), . . .	23,111.11	
Other Deductions, Interest on Housatonic R. R. Co. Rolling Stock, Certificates, etc., . . .	10,000.00	
Total deductions from Income, . . .		\$6,315,903.09
Net Income, . . . . .		\$3,878,244.76

Dividends, 2 per cent., Common Stock, . . . . .	\$47,475,700.00	\$949,514.00
Dividends, 2 per cent., Common Stock (p. 267), . . . . .	47,475,700.00	949,514.00
Dividends, 2 per cent., Common Stock (p. 267), . . . . .	47,612,200.00	952,244.00
Dividends, 2 per cent., Common Stock, . . . . .	47,612,200.00	952,244.00
Total, . . . . .		\$3,803,516.00

Surplus from Operations of year ending June 30, 1897,		\$74,728.76
Surplus on June 30, 1896 [from "General Balance Sheet," 1896 Report], . . . . .		\$4,549,455.18
		\$4,624,183.94
Additions for Year, . . . . .	\$2,073,978.08	
Deductions for Year, . . . . .	24,679.07	2,049,299.01
Surplus on June 30, 1897 [for entry on "General Balance Sheet," (p. 284)], . . . . .		\$6,673,482.95

Additions: Profit received from sale of Stocks and Bonds owned by the Company, . . . . .	\$556,767.53	
Premium on sale of Debentures, . . . . .	17,500.00	
Excess of Assets over Liabilities of the Shore Line Ry. Co. transferred to the books of this Company, . . .	220,016.19	
Amount of charges for equipment and betterments on the Harlem River & P. C. R. R. excluding interest from August 1, 1881, to June 30, 1897, heretofore included in Operating Expenses, . . . . .	1,279,694.36	
		\$2,073,978.08

Deductions: Settlement of old claims against Leased Lines and worthless accounts charged off, . . . . .		\$24,697.07
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**Income Account.**—*Continued.*

## DIVIDENDS ON STOCKS LEASED.

Old Colony Steamboat Company, . . . . .	\$120,000.00
Providence, Warren & Bristol R. R. Co., . . . . .	16,855.00
Union Freight Railroad Co., . . . . .	10,045.00
New Bedford, Martha's Vineyard & Nantucket Steamboat Co., . . . . .	2,000.00— \$148,900.00

**Earnings from Operation.**

Item.	Total Receipts.	Deductions, Acct. of Repay- ments, etc.	Actual Earnings.
Passenger : Passenger Revenue, . . . . .	\$13,723,901.88		
Less Repayments: Tickets redeemed, . . . . .		\$52,564.57	
Excess Fares Refunded, . . . . .		53,087.48	
Total Deductions, . . . . .		\$105,652.05	
Total Passenger Revenue, . . . . .			\$13,618,249.83
Mail, . . . . .	507,658.18		
Express, . . . . .	975,427.85		
Extra Baggage and Storage, . . . . .	155,545.53		
Other items : Parlor, Dining, Buffet, and Sleeping Cars, . . . . .	587,779.36		
Depot Restaurant, Steamer Café, etc., . . . . .	123,203.54		2,349,614.46
Total Passenger Earnings, . . . . .			\$15,967,864.29
Freight : Freight Revenue, . . . . .	13,051,463.02		
Less Repayments : Overcharge to Shippers, . . . . .		129,421.48	
Total Deductions, . . . . .		\$129,421.48	
Total Freight Revenue, . . . . .			\$12,922,041.54
Hoisting, . . . . .	247,429.98		
Trackage, . . . . .	52,124.66		
Switching, . . . . .	50,367.65		
Weighing and Wharfage, . . . . .	36,860.24		
Miscellaneous, . . . . .	31,389.10		418,171.63
Total Freight Earnings, . . . . .			\$13,340,213.17
Total Passenger & Freight Earnings, . . . . .			\$29,308,077.46
Other Earnings from Operation : Telegraph Companies, . . . . .	21,840.58		
Rents not otherwise provided for, . . . . .	293,415.06		
Total Other Earnings, . . . . .			\$315,255.64
Total Gross Earnings from Opera- tion — Entire Line, . . . . .			\$29,623,333.10



## Stocks Owned.

## a. Railway Stocks :

Name.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation
New England R. R. (Com.),	\$ 11,770,000.00	.....	.....	\$4,515,912.50
New England R. R. (Pref.),	1,254,900.00	.....	.....	822,518.01
Providence & Springfield R. R.,	418,850.00	4%	\$16,750.00	418,480.00
R. I. & Mass. R. R. (Mass. Div.),	100,000.00	10%	10,000.00	191,700.00
R. I. & Mass. R. R. (R. I. Div.),	134,900.00	5%	6,745.00	144,279 50
Old Colony R. R.,	239,500.00	7%	19,013 75	426,925.73
Shepaug, Litchf'd & North'n R.R.,	599,650.00	.....	.....	382 522.15
N. Y., N. H. & Hartford R. R.,	106,100.00	8%	5,014.00	291,076.38
Housatonic R. R. (Com.),	19,700.00	.....	.....	3,898.00
Housatonic R. R. (Pref.),	149,800.00	1%	1,498 00	47,525 07
Harlem River & Port Chester R.R.,	42,550.00	.....	.....	42,250 00
Boston & N. Y. Air Line (Com.),	680,700.00	.....	.....	34,035.00
Boston & N. Y. Air Line (Pref.),	9,500.00	4%	350.00	9,825.25
West Stockbridge R. R.,	39,600.00	4½ + ½	1,800.00	29,888.00
Wood River Branch R. R.,	20,000.00	.....	.....	20,000.00
Narragansett Pier R. R.,	18,700.00	3 & 4%	1,309.00	18,700.00
New Haven & Northampton Co.,	13,600.00	4%	544.00	14,257.58
New Haven & Derby R. R.,	13,900.00	4%	424.00	14,109 27
Naugatuck R. R.,	5,100.00	10%	465.00	12,620.50
Stockbridge & Pittsfield R. R.,	9,500.00	6%	570.00	7,600.00
Chic., Rock Island & Pacific R.R.,	2,200.00	2%	44.00	2,200.00
Danbury & Norwalk R. R.,	675.00	2½%	35.00	756.00
Lowell & Framingham R. R.,	300.00	.....	.....	28.00
aShore Line Railway Co.,	.....	.....	6,340.00	.....
bStockbridge & Pittsfield R. R.,	.....	.....	690.00	.....
bBerkshire R. R.,	.....	.....	660.00	.....
Total, . . . . .	\$ 15,649,725.00	.....	\$71,051.75	\$7,451,116.94

## b. Other Stocks :

Name.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
Prov. & Stonington St'mship Co.,	\$2,000,000.00	6%	\$118,479.00	\$2,528,189.39
Meriden Electric R. R.,	990,500.00	.....	.....	197,957.50
cStamford St. Railway (Com.),	57,700.00	.....	.....	.....
cStamford St. Railway (Pref.),	85,000.00	.....	.....	.....
Boston Terminal Co.,	100,000.00	.....	.....	100,000.00
dN. Y., P. & B. & O. C. Ter'l Co.,	75,000.00	.....	.....	37,500.00
New York Transfer Co.,	4,000.00	5%	200.00	1,600.00
Derby Paper Mills Co.,	895.00	.....	.....	895.00
eIron Works Aqueduct Company, Brookfield, Conn.,	.....	.....	6.62	.....
Total, . . . . .	\$3,313,095.00	.....	\$118,685.62	\$2,866,141.89
Grand Total a and b, . . . . .	\$ 18,962,820.00	.....	f\$189,737.37	10,317,258.83

**Stocks Owned.**—*Continued.*

- a.* Stock exchanged for N. Y., N. H. & H. R. R. Stock in March, 1897.
- b.* See note marked *f.*
- c.* Included in valuation of bonds, p. 279.
- d.* Paid assessments of \$15.00 per share.
- e.* This Company owns one-twelfth interest in the Iron Works Aqueduct Company, which interest, however, is not entered on the books of the Company.
- f.* In addition to the stocks listed on the opposite page the Company owns stocks of various companies, whose roads are leased, for which its own stock has been issued. The dividends from such Leased Lines Stocks are credited to the rental account as shown by schedule attached to page 281, except the amounts marked "*b*" on p. 277.

STOCKS OF LEASED LINES (NOT MERGED) RECEIVED IN EXCHANGE FOR STOCK  
OF NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY.

Old Colony Railroad, 55,180 shares for 49,662 shares of N. Y., N. H. & H. R. R., . . . . .	\$4,966,200.00
Naugatuck Railroad, 9,722 shares for 9,722 shares of N. Y., N. H. & H. R. R., . . . . .	972,200.00
New Haven & Northampton Company, 24,035 shares for 9,614 shares of N. Y., N. H. & H. R. R., . . . . .	961,400.00
Boston & New York Air Line Railroad, 15,945 shares for 6,378 shares of N. Y., N. H. & H. R. R., . . . . .	637,800.00
Housatonic Railroad, 27,232 shares for 3,404 shares of N. Y., N. H. & H. R. R., . . . . .	340,400.00
Danbury & Norwalk Railroad, 8,928 shares for 2,232 shares of N. Y., N. H. & H. R. R., . . . . .	223,200.00
New Haven & Derby Railroad, 3,536 shares for 1,088 shares of N. Y., N. H. & H. R. R., . . . . .	108,800.00
Stockbridge & Pittsfield Railroad, 15 shares for 9 shares of N. Y., N. H. & H. R. R., . . . . .	900.00
Berkshire Railroad, 10 shares for 6 shares of N. Y., N. H. & H. R. R., . . . . .	600.00
82,115 shares of N. Y., N. H. & H. R. R., . . . . .	\$8,211,500.00

## Bonds Owned.

Name.	Total Par Value.	Rate.	Income or Interest Received.	Valuation
RAILWAY BONDS.				
New Haven & Northampton Co.,	\$350,000.00	5%	\$17,500.00	\$348,612.50
New England R. R. Co., .	3,000,000.00	5%	229,444.45	2,850,000.00
Pawtuxet Valley R. R. Co., .	100,000.00	7%	7,000.00	100,000.00
*Fall River R. R. Co., . . . . .	.....	.....	2,500.01	.....
Total, . . . . .	\$3,450,000.00	.....	\$256,444.46	\$3,298,612.50
OTHER BONDS.				
Stamford Street Railway Co.,	\$74,800.00	.....	.....	\$75,020.83
Meriden Horse Railroad Co.,	101,000.00	5%	\$5,050.00	90,900.00
Total, . . . . .	\$175,800.00	.....	\$5,050.00	\$165,920.83
Grand Total, . . . . .	\$3,625,800.00	.....	\$261,494.46	\$3,464,533.33

\* Bonds sold in October, 1896.

## Miscellaneous Income.

Item.	Net Miscellaneous Income.
Interest on Deposits, etc., . . . . .	\$13,940.46

## Operating Expenses.

Item.	Amount.
Maintenance of Way and Structures:	
Repairs of Roadway, . . . . .	\$1,891,470.80
Renewals of Rails, . . . . .	367,484.36
Renewals of Ties, . . . . .	412,339.73
Repairs and Renewals of Bridges and Culverts, . . . . .	325,654.43
Repairs and Renewals of Fences, Road Crossings, Signs, and Cattle Guards, . . . . .	102,338.60
Repairs and Renewals of Buildings and Fixtures, . . . . .	371,671.00
Repairs and Renewals of Docks and Wharves, . . . . .	44,612.41
Repairs and Renewals of Telegraph, . . . . .	5,800.86
Stationery and Printing, . . . . .	5,015.90
Other Expenses, . . . . .	655.72
Total, . . . . .	\$3,526,973.81
Maintenance of Equipment:	
Superintendence, . . . . .	82,216.05
Repairs and Renewals of Locomotives, . . . . .	1,178,165.77
Repairs and Renewals of Passenger Cars, . . . . .	1,050,032.51
Repairs and Renewals of Freight Cars, . . . . .	561,531.66
Repairs and Renewals of Work Cars, . . . . .	30,613.98
Repairs and Renewals of Marine Equipment, . . . . .	167,955.87
Repairs and Renewals of Shop Machinery and Tools, . . . . .	80,796.13
Stationery and Printing, . . . . .	5,871.16
Other Expenses, . . . . .	166,872.96
Total, . . . . .	\$3,324,106.09
Conducting Transportation:	
Superintendence, . . . . .	293,006.97
Engine and Roundhouse Men, . . . . .	1,692,539.15
Fuel for Locomotives, . . . . .	1,994,350.33
Water Supply for Locomotives, . . . . .	144,479.31
Oil, Tallow, and Waste for Locomotives, . . . . .	77,848.25
Other Supplies for Locomotives, . . . . .	34,266.38
Train Service, . . . . .	1,827,758.57
Train Supplies and Expenses, . . . . .	408,844.15
Switchmen, Flagmen, and Watchmen, . . . . .	1,307,811.66
Telegraph Expenses, . . . . .	205,298.66
Station Service, . . . . .	2,494,190.31
Station Supplies, . . . . .	210,917.85
Car Mileage—Balance, . . . . .	427,029.05
Loss and Damage, . . . . .	64,935.77
Injuries to Persons, . . . . .	257,421.99
Clearing Wrecks, . . . . .	13,418.57
Operating Marine Equipment, . . . . .	368,204.80
Advertising, . . . . .	51,393.98
Outside Agencies, . . . . .	10,046.42
Rents for Tracks, Yards, and Terminals (p. 282), . . . . .	286,324.24
Rents of Buildings and other Property, . . . . .	8,355.07
Stationery and Printing, . . . . .	100,087.16
Other Expenses, . . . . .	135,957.96
Total, . . . . .	\$12,414,486.60



## Operating Expenses.—Continued.

Item.	Amount.
General Expenses:	
Salaries of General Officers, . . . . .	\$129,729.62
Salaries of Clerks and Attendants, . . . . .	263,571.13
General Office Expenses and Supplies, . . . . .	22,874.92
Insurance, . . . . .	24,971.65
Law Expenses, . . . . .	149,792.10
Stationery and Printing (General Offices), . . . . .	19,370.75
Other Expenses, . . . . .	167,380.87
Total,	\$777,691.04
Recapitulation of Expenses:	
Maintenance of Way and Structures, . . . . .	3,526,973.81
Maintenance of Equipment, . . . . .	3,324,106.09
Conducting Transportation, . . . . .	12,414,486.60
General Expenses, . . . . .	777,691.04
Grand Total, . . . . .	\$20,043,257.54

Percentage of Expense to Earnings—Entire Line, 67.66.

## Rentals.

Name of Road.	Total.	Less Dividends rec'd on Stocks exchanged for N.Y., N.H. & H. R. R. Stock.	Net Amount.
Old Colony Railroad, . . . . .	\$1,840,623.77	\$386,260.00	\$1,454,363.77
Boston & Providence Railroad, . . . . .	494,800.00		494,800.00
Providence & Worcester Railroad, . . . . .	446,000.00		446,000.00
New Haven & Northampton Company, . . . . .	346,400.00	96,140.00	250,260.00
Harlem River & Portchester Railroad, . . . . .	170,000.00		170,000.00
Housatonic Railroad, . . . . .	177,758.00	27,232.00	150,526.00
Naugatuck Railroad, . . . . .	206,000.00	97,220.00	108,780.00
Boston & N. Y. Air Line Railroad, . . . . .	144,940.00	63,780.00	81,160.00
New Haven & Derby Railroad, . . . . .	91,180.00	14,144.00	77,036.00
Danbury & Norwalk Railroad, . . . . .	63,500.00	22,320.00	41,180.00
Berkshire Railroad, . . . . .	36,250.00		36,250.00
Holyoke & Westfield Railroad, . . . . .	32,958.74		32,958.74
Stockbridge & Pittsfield Railroad, . . . . .	27,172.00		27,172.00
Providence, Warren & Bristol Railroad, . . . . .	23,387.50		23,387.50
Pawtuxet Valley Railroad, . . . . .	17,663.00		17,663.00
Plymouth & Middleboro Railroad, . . . . .	11,350.00		11,350.00
Attleboro Branch Railroad, . . . . .	9,219.00		9,219.00
Nantasket Beach Railroad, . . . . .	6,250.00		6,250.00
Chatham Railroad, . . . . .	3,074.71		3,074.71
Shore Line Railway, . . . . .	50,000.00	47,309.00	2,691.00
Fall River Railroad, . . . . .	2,500.00		2,500.00
West Stockbridge Railroad, . . . . .	1,800.00		1,800.00
Colchester Railroad, . . . . .	1,750.00		1,750.00
	\$4,204,576.72	\$754,405.00	\$3,450,171.72

## Rentals Paid.

## a. Rents paid for lease of road:

Name of Road.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash.	Total.
Old Colony, . . . . .	\$648,019.71	\$749,766.50	\$61,577.56	\$1,454,863.77
Boston & Providence, . . . . .	86,800.00	400,000.00	8,000.00	494,800.00
Providence & Worcester, . . . . .	90,000.00	350,000.00	6,000.00	446,000.00
New Haven & N'hampton, . . . . .	233,000.00	2,200.00	15,000.00	250,200.00
Harlem Riv. & Portchester, . . . . .	170,000.00	.....	.....	170,000.00
Housatonic, . . . . .	149,000.00	1,526.00	.....	150,526.00
Naugatuck, . . . . .	6,000.00	102,750.00	.....	108,750.00
Boston & N. Y. Air Line, . . . . .	25,000.00	56,160.00	.....	81,160.00
New Haven & Derby, . . . . .	73,300.00	3,736.00	.....	77,036.00
Danbury & Norwalk, . . . . .	33,500.00	7,680.00	.....	41,180.00
Berkshire, . . . . .	.....	36,000.00	250.00	36,250.00
Holyoke & Westfield, . . . . .	11,600.00	.....	21,358.74	32,958.74
Stockbridge & Pittsfield, . . . . .	.....	26,922.00	250.00	27,172.00
Prov., Warren & Bristol, . . . . .	.....	21,871.00	1,516.50	23,387.50
Pawtuxet Valley, . . . . .	10,600.00	7,063.00	.....	17,663.00
Plymouth & Middleboro, . . . . .	11,250.00	.....	100.00	11,350.00
Attleboro Branch, . . . . .	.....	9,219.00	.....	9,219.00
Nantasket Beach, . . . . .	6,250.00	.....	.....	6,250.00
Chatham, . . . . .	.....	.....	3,074.71	3,074.71
Shore Line, . . . . .	.....	.....	2,691.00	2,691.00
Fall River, . . . . .	.....	.....	2,500.00	2,500.00
West Stockbridge, . . . . .	.....	.....	1,800.00	1,800.00
Colchester, . . . . .	1,750.00	.....	.....	1,750.00
Total Rents, a, . . . . .	\$1,551,069.71	\$1,774,983.50	\$124,118.51	\$3,450,171.72

## b. Rents paid for lease of tracks, yards, and terminals:

Designation of Property.	Situation of Property Leased.	Name of Co. Owning Property Leased.	Item.	Total.
Tracks:	Bet. Conway Junc. and Shelburne F'ls.	Fitchburg R. R.	\$7,500.00	\$11,100.00
"	Lowell, Mass.	Boston & Me. R. R.	3,600.00	
Yards:	Worcester, Mass.	Norwich & W'r R.R.	.....	
Terminals:				
G'd Cen. Sta'n.	New York City.	N. Y. & Harlem R.R.	160,179.92	274,849.24
Docks, etc., . . . . .	Piers, E. Riv., N. Y.	City of N. Y. <i>et al.</i>	76,989.28	
Station, . . . . .	Springfield, Mass.	Boston & Alb'y R. R.	20,000.00	
" . . . . .	Willimantic, Conn.	New England R. R.	150.00	
" . . . . .	Shelburne F'ls, Ms.	Fitchburg R. R.	2,499.96	
" . . . . .	Pittsfield, Mass.	Boston & Alb'y R.R.	2,500.00	
" . . . . .	Worcester, Mass.	"	8,000.00	
" . . . . .	Fitchburg, Mass.,	Fitchburg R. R.	3,180.08	
Wh'f Property,	Newport, R. I., .	Trustees Long Whf.	1,400.00	
Grand Total Rents, b, . . . . .				\$286,324.24

## Comparative General Balance Sheet.

Total June 30, 1896.	Assets.	Total, June 30, 1897.	Increase Year ending June 30, 1897.	Decrease Year ending June 30, 1897.
\$46,168,670.37	Cost of Road (p. 274),	\$45,953,216.97		\$215,453.40
15,952,524.44	Cost of Equipment (p. 274),	5,261,793.72		10,690,730.72
10,139,541.84	Stocks owned (p. 277),	10,317,278.82	\$177,736.98	
5,564,533.23	Bonds owned (p. 279),	3,464,522.33		2,100,000.00
8,825,000.00	Stocks of Leased Lines (not merged) received in exchange for Stock of the N. Y., N. H. & H. R. R. Co.,	8,211,500.00		613,500.00
3,115,396.65	Cash and Current Assets (p. 270),	3,471,297.54	\$355,910.89	
1,801,516.69	Materials and Supplies,	1,631,809.81		169,706.88
	Contingent Assets:			
858,071.48	N. Y., P. & B. and O. C. R. R. Terminal Co.,	1,205,351.21	347,279.73	
476,812.00	Terminal Lands, Providence, R. I.,	756,117.00	279,305.00	
16,313.53	Expenditures on Pawtuxet Valley R. R.,	16,313.53		
24,530.17	Harlem River & Port Chester R. R. Co.,	5,117,878.37	5,093,348.20	
\$82,942,919.90	Grand Total,	\$85,359,140.31	\$2,416,220.41	

Total, June 30, 1896.	Liabilities.	Total, June 30, 1897.	Increase Year ending June 30, 1897.	Decrease Year ending June 30, 1897.
\$47,475,700.00	Capital Stock (p. 267),	\$47,613,200.00	\$136,500.00	
16,397,200.00	Convertible Debenture Certificates,	16,337,300.00		60,000.00
4,300,000.00	Funded Debt (p. 269),	4,500,000.00	200,000.00	
	Debentures (non-convertible),	2,000,000.00	2,000,000.00	
9,478,186.58	Current Liabilities,	7,162,556.26		\$2,015,630.32
200,000.00	Rolling Stock Certificates (Housatonic Railroad Co.),	200,000.00		
184,649.42	Accrued Interest on Funded Debt not yet payable,	231,829.45	47,180.03	
357,728.72	Accrued Rentals not yet payable,	281,871.65		75,857.07
4,549,455.18	Profit and Loss (p. 275),	6,673,482.93	2,124,027.77	
\$82,942,919.90	Grand Total,	\$85,359,140.31	\$2,416,220.41	

## Important Changes during the Year.

The Shore Line Railway, extending from New Haven to New London, has been merged in the New York, New Haven & Hartford Railroad, and a certificate to that effect was filed on the 18th of March, 1897. The main line of road owned now extends from Woodlawn Junction, in the State of New York, to Providence, in the State of Rhode Island.

The Shore Line Railway consolidated its mortgage debt of \$200,000, becoming an obligation of this company, and the Construction Account added to that of this company.

There were issued 1,365 shares of stock to complete the exchange of Shore Line Railway Co. stock.

Shore Line Railway Company bonds (\$200,000) assumed.

A series of debentures was authorized, of which \$2,000,000 were sold prior to June 30th. Said debentures are dated March 1, 1897, to mature fifty years from that date, and bear interest at the rate of four per cent. per annum, payable, semi-annually, on the first days of September and March in each year.

There were sold during the year bonds of the New England Railroad Company of the par value of \$2,000,000.

### Contracts, Agreements, etc.

The Adams Express Company operates over the road. The compensation is a percentage of the gross earnings.

The mail service is performed in accordance with acts of the Congress, and for the compensation fixed by the Post-Office Department.

Sleeping, Parlor, and Buffet cars are owned and operated by this company.

Joint lines are operated in connection with the Boston & Albany Railroad of both Parlor and Sleeping Cars, each road furnishing its quota, based on mileage.

Joint line of Parlor cars is operated in connection with the New England Railroad, each road furnishing its quota of cars.

Pullman Sleepers and Parlor cars are operated between Boston and Harlem River, filling joint lines with the Pennsylvania Railroad between Boston, Philadelphia, and Washington.

Pullman cars are operated on the Old Colony system under contract.

Two Dining cars are operated between Boston and New London, owned and leased by this company.

The company has arrangements with its connections for the interchange of freight and passengers, whereby it receives, in some cases, its local rates, and in other cases a proportion of the through rate based on the relative mileage. There is also a contract (to which this company is a party) between the rail and water transportation lines between New York and Boston which regulates passenger and freight rates.

Contract with the Western Union Telegraph Company for the transaction of the telegraph business, under which the railroad company furnishes operators at stations, carries telegraph material, etc., and receives a proportion of the gross receipts. Also contract with the Connecticut River Telegraph Company, covering the Valley Division from Hartford to Saybrook Point, the railroad company to furnish operators, carry material, etc., and telegraph company to transmit railroad company's messages.

Contracts with the Southern New England Telephone Company, the New England Telephone and Telegraph Company, the Providence Telephone Company, the Westchester Telephone Company, and the Metropolitan Telephone Company for exchange service, with the usual terms granted to railroad companies.

### Security for Funded Debt (p. 269).

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.
	From —	To—	Miles.	
First Mort. New York, New Haven & Hartford R. R. Co.	Junction with N. York & Harlem R. R. at or near Williams Bridge, N. Y.	The northerly terminus of road in the city of Springfield, Mass.	122.44	Total issue limited to \$5,000,000.00
First Mort. N. Y., P. & B. R. R. Co.	Providence, R. I.	Stonington, Conn.	50.00	Limited to \$1,000,000.00
First Mort. N. Y., P. & B. R. R. Co.	Stonington, Conn.	Groton, Conn.	12.50	Limited to \$300,000.00
Gen'l Mort. N. Y., P. & B. R. R. Co.	Providence, R. I.	New London, Conn., including Thames River Bridge.	62.11	Limited to \$4,000,000.00
First Mort. Shore Line Railway Co.	New Haven, Conn.	New London, Conn.	49.40	Limited to \$200,000.00



## Employees and Salaries.

Class.	No.	Total No. of Days Worked.	Total Yearly Com- pensation.	Av Daily Compen- sation.
General Officers, . . . . .	19	5,920	\$125,746.65	\$21.24
Other Officers, . . . . .	101	35,225	237,670.80	6.75
General Office Clerks, . . . . .	656	223,899	495,311.05	2.21
Station Agents, . . . . .	644	221,859	461,354.45	2.03
Other Station Men, . . . . .	5,514	1,813,666	3,300,886.75	1.82
Enginemen, . . . . .	768	237,019	911,006.75	3.84
Firemen, . . . . .	743	235,535	483,689.25	2.07
Conductors, . . . . .	584	182,733	602,323.35	3.30
Other Trainmen, . . . . .	1,757	552,355	1,105,648.35	2.00
Machinists, . . . . .	479	137,930	332,216.05	2.41
Carpenters, . . . . .	889	259,350	579,319.45	2.23
Other Shopmen, . . . . .	1,391	418,887	829,077.70	1.98
Section Foremen, . . . . .	480	159,290	374,720.05	2.35
Other Trackmen, . . . . .	3,431	986,768	1,457,590.90	1.48
Switchmen, Flagmen, and Watchmen,	1,331	457,341	698,208.35	1.53
Telegraph Operators and Dispatchers, .	321	103,260	196,355.45	1.90
Employees—Account Floating Equipment,	267	90,893	157,040.70	1.73
All other Employees and Laborers, . .	1,393	455,194	763,334.85	1.68
<hr/>				
Total (including "General Officers"), .	20,768	6,577,124	\$13,116,500.90	\$1.99
Less "General Officers," . . . . .	19	5,920	125,746.65	21.24
<hr/>				
Total (excluding "General Officers"), .	20,749	6,571,204	\$12,990,754.25	\$1.98
<hr/>				
Distribution of above:				
General Administration, . . . . .	425	151,978	448,619.20	2.95
Maintenance of Way and Structures, .	4,662	1,385,401	2,380,385.75	1.72
Maintenance of Equipment, . . . . .	2,944	869,690	1,779,926.60	2.05
Conducting Transportation, . . . . .	12,737	4,170,055	8,507,569.35	2.04
<hr/>				
Total (including "General Officers"), .	20,768	6,577,124	\$13,116,500.90	\$1.99
Less "General Officers," . . . . .	19	5,920	125,746.65	21.24
<hr/>				
Total (excluding "General Officers"), .	20,749	6,571,204	\$12,990,754.25	\$1.98

## Passenger, Freight, and Train Mileage.

Item.	Tonnage, No. Passengers, No. Trains, Mileage, No. Cars.	REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
No. of passengers carried earning revenue,	41,599,670			
No. of passengers carried one mile,	756,540,942			
No. pass'ngs carried 1 mile per mile of road,	516,689			
Average distance carried,	18.19			
Total passenger revenue,		13,618,249	83	
Average amt. received from each passenger,			32	736
Average receipts per passenger per mile,			01	800
Total passenger earnings,		15,967,864	29	
Passenger earnings per mile of road,		10,905	45	
Passenger earnings per train mile,		1	55	802
Freight Traffic:				
No. tons carried of freight earning revenue,	10,391,726			
No. of tons carried one mile,	839,960,369			
No. tons carried one mile per mile of road,	573,661			
Average distance haul of one ton,	80.83			
Total freight revenue,		12,922,041	54	
Average amt. received for each ton of freight,		1	24	349
Average receipts per ton per mile,			01	538
Total freight earnings,		13,340,213	17	
Freight earnings per mile of road,		9,110	86	
Freight earnings per train mile,		2	63	609
Passenger and Freight:				
Passenger and freight revenue,		26,540,291	37	
Pass. and freight revenue per mile of road,		18,126	01	
Passenger and freight earnings,		29,308,077	46	
Pass. and freight earnings per mile of road,		20,016	31	
Gross earnings from operation,		29,623,333	10	
Gross earnings from operation per mile of road,		20,231	62	
Gross earnings fr. operation per rev. train m.,		1	92	929
Operating expenses,		20,043,257	54	
Operating expenses per mile of road,		13,688	79	
Operating expenses per revenue train mile,		1	30	536
Income from operation,		9,580,075	56	
Income from operation per mile of road,		6,542	83	
Train Mileage:				
Miles run by passenger trains,	10,248,807			
Miles run by freight trains,	4,925,278			
Miles run by mixed trains,	180,442			
Total Mileage Trains Earning Revenue,	15,354,527			
Miles run by switching trains,	3,581,753			
Miles run by construction and other trains,	355,374			
Grand Total Train Mileage,	19,291,654			
Mileage of loaded freight cars—North or East,	54,891,435			
Mileage of loaded freight cars—South or West,	35,048,668			
Mileage of empty freight cars—North or East,	6,060,417			
Mileage of empty freight cars—South or West,	25,086,060			
Average number of freight cars in train,	23.93			
Average number of loaded cars in train,	17.77			
Average number of empty cars in train,	6.16			
Average number of tons of freight in train,	165.98			
Average No. tons of freight in each loaded car,	9.34			

## Freight Traffic Movement.

[Company's Material Excluded.]

Commodity.	Freight Originating on this Road.	Freight Re- ceived from Connecting Roads and Other Car- riers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
Products of Agriculture:				
Grain, . . . . .	92,514	593,355	685,869	6.60
Flour, . . . . .	22,275	124,298	146,573	1.41
Other Mill Products, . . . . .	11,630	77,463	89,093	.85
Hay, . . . . .	21,746	215,733	237,479	2.28
Tobacco, . . . . .	5,505	2,733	8,238	.08
Cotton, . . . . .	28,966	96,982	125,948	1.21
Fruit and Vegetables, . . . . .	59,858	93,981	153,839	1.48
Products of Animals:				
Live Stock, . . . . .	36,056	37,368	73,424	.71
Dressed Meats, . . . . .	11,781	79,113	90,894	.89
Other Packing-House Products, . . . . .	5,593	7,265	12,858	.12
Poultry, Game, and Fish, . . . . .	18,747	3,187	21,934	.21
Wool, . . . . .	19,298	9,630	28,928	.28
Hides and Leather, . . . . .	13,585	31,590	45,175	.43
Products of Mines:				
Anthracite Coal, . . . . .	767,656	311,761	1,079,417	10.40
Bituminous Coal, . . . . .	903,842	165,094	1,068,936	10.29
Coke, . . . . .	3,618	38,885	42,503	.40
Ores, . . . . .	7,684	1,830	9,514	.09
Stone, Sand, and other like articles,	330,957	140,580	471,537	4.53
Products of Forest:				
Lumber, . . . . .	172,044	384,455	556,499	5.35
Manufactures:				
Petroleum and other Oils, . . . . .	105,161	15,048	120,209	1.16
Sugar, . . . . .	16,751	2,277	19,028	.18
Iron, Pig and Bloom, . . . . .	90,416	77,423	167,839	1.61
Iron and Steel Rails, . . . . .	5,783	46,215	51,998	.50
Other Castings and Machinery, . . . . .	90,650	82,371	173,021	1.66
Bar and Sheet Metal, . . . . .	87,898	117,480	205,378	2.00
Cement, Brick, and Lime, . . . . .	247,263	68,865	316,128	3.04
Agricultural Implements, . . . . .	830	98	928	.009
Wagons, Carriages, Tools, etc., . . . . .	7,523	3,762	11,285	.11
Wines, Liquors, and Beers, . . . . .	48,844	27,906	76,750	.73
Household Goods and Furniture,	15,146	6,480	21,626	.21
Merchandise, . . . . .	1,162,718	737,675	1,900,393	18.29
Miscellaneous — Other commodities not mentioned above, . . . . .	1,238,180	1,140,305	2,378,485	22.90
Total Tonnage — Entire Line, . . . . .	5,650,518	4,741,208	10,391,726	100.

## Description of Equipment.

Item.	No. added during Year.	Total No. at end of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Name.	No.	Name.
Locomotives—Owned and Leased:						
Passenger, . . . . .	20	379	369	10 Eames. Westinghouse.	101	Miller. National.
Freight, . . . . .	10	216	208	"	3	Gould.
Switching, . . . . .	.....	115	37	"	.....	
Total Locomotives in Serv.,	30	710	624	.....	122	.....
Tot. Locomotives Owned,*	30	710	624	.....	122	.....
Cars—Owned and Leased:						
In Passenger Service—						
First-class Cars, . . . . .	11	998	998	975 W.—23 E.	975	6 Jan. 969 Mil.
Combination Cars, . . . . .	.....	216	216	209 W.—7 E.	209	3 Jan. 206 Mil.
Dining Cars, . . . . .	.....	2	2	Westinghouse.	2	Miller 2.
Parlor Cars, . . . . .	.....	85	85	"	85	" 85.
Sleeping Cars, . . . . .	.....	36	36	"	36	" 36.
Baggage, Express, and Postal Cars, . . . . .	5	221	221	"	221	[Nat. Comb. 7, Jan. 4, Mil. 210
Other Cars in Passenger Service, . . . . .	.....	1	1	"	1	Miller 1.
Total, . . . . .	16	1559	1559	.....	1529	.....
In Freight Service—						
Box Cars, . . . . .	.....	4974	3751	Westinghouse.	4800	†
Flat Cars, . . . . .	.....	1999	1158	"	1750	†
Stock Cars, . . . . .	.....	22	0	.....	20	11 Jan. 9 Tow.
Coal Cars, . . . . .	.....	2957	1675	Westinghouse.	2876	§
Tank Cars, . . . . .	.....	1	0	.....	0	.....
Other Cars in Freight Service, . . . . .	.....	1928	0	.....	0	.....
Total, . . . . .	.....	11881	6584	.....	9446	.....
In Company's Service—						
Officers' and Pay Cars, . . . . .	.....	10	10	Westinghouse.	10	3 Jan. 1 N. 1 C <sup>b</sup>
Derrick Cars, . . . . .	1	35	10	"	6	1 Jan., 5 Tow.
Caboose Cars, . . . . .	.....	229	142	"	181	129 Jan'y, 35 Tower, 1 Tro-
Other Road Cars, . . . . .	4	165	13	"	8	7 Jan. 1 Chic. Tow.
Total, . . . . .	5	439	175	.....	205	.....
Total Cars in Service, . . . . .	21	13879	8318	.....	11180	{ also 61 Mil. not included as automat.
Total Cars Owned,* . . . . .	21	13879	8318	.....	11180	{ also 61 Mil. not incl'd as automat.

\* Including Equipment of all Leased Lines.

† 2,639 Janney, 334 Trojan, 1,473 Tower, 81 Chicago, 62 National, 100 American, 1 Standard, 5 Gould, 5 Dowling (also 61 Miller not included as automatic). ‡ 610 Janney, 305 Trojan, 757 Tower, 43 Chicago, 28 National, 1 American, 1 Buckeye. § 1,239 Janney, 169 Trojan, 1,175 Tower, 152 Chicago, 32 National, 1 American, 100 Standard, 2 Gould, 2 Peerless, 1 Acme.



## Mileage.

## a. Mileage of road operated (all tracks):

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated under Lease.	Line Operated under Contract, etc.	Line Operated under Trackage Rights.	Total Mileage Operated.	RAILS. (Excluding Trackage.)	
	Main Line.	Branches and Spurs.						Iron.	Steel.
Miles of single track, . . . . .	173.78	152.03	14.14	1,084.54	17.39	22.33	1,464.21	.....	1,441.88
Miles of second track, . . . . .	173.78	60.17	11.50	280.32	.....	14.73	540.50	.....	525.77
Miles of third track, . . . . .	54.86	.....	.....	17.59	.....	12.03	84.48	.....	72.45
Miles of fourth track, . . . . .	54.86	.....	.....	15.66	.....	12.03	82.55	.....	70.52
Miles of yard track and sidings, . . . . .	124.00	101.70	48.39	542.23	14.91	.....	831.31	198.83	632.48
Total mileage operated, . . . . .	581.28	313.90	74.03	1,910.39	32.33	61.12	3,033.05	198.83	2,743.10

## b. Mileage of line operated by States and Territories (single track):

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated under Lease.	Line Operated under Contract, etc.	Line Operated under Trackage Rights.	Total Mileage Operated.	Steel Rails (excluding track- age).	
	Main Line.	Branches and Spurs.							
Massachusetts, . . . . .	.....	5.95	2.64	698.06	17.39	9.94	733.98	734.04	
Connecticut, . . . . .	115.79	127.91	.....	318.49	.....	.36	562.55	562.19	
Rhode Island, . . . . .	43.95	18.17	.....	67.99	.....	.....	130.11	130.11	
New York, . . . . .	14.04	.....	11.50	.....	.....	12.03	37.57	25.54	
Total mileage operated, . . . . .	173.78	152.03	14.14	1,084.54	17.39	22.33	1,464.21	1,441.88	

## c. Mileage of line owned by States and Territories (single track):

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Massachusetts, . . . . .	.....	5.95	5.95	5.95
Connecticut, . . . . .	115.79	127.91	243.70	243.70
Rhode Island, . . . . .	43.95	18.17	62.12	62.12
New York, . . . . .	14.04	.....	14.04	14.04
Total mileage owned, . . . . .	173.78	152.03	325.81	325.81

**Mileage. — State of Connecticut.***a.* Mileage of road operated (all tracks):

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line Operated under Lease.	Line Operated under Trackage Rights.	Total Mileage Operated.	RAILS. (Excluding Track- age.)	
	Main Line.	Branches and Spurs.				Iron.	Steel.
Miles of single track, .	115.79	127.91	318.49	.36	562.55	.....	562.19
Miles of second track, .	115.79	54.22	10.63	.....	180.64	.....	180.64
Miles of third track, .	42.44	.....	.....	.....	42.44	.....	42.44
Miles of fourth track, .	42.44	.....	.....	.....	42.44	.....	42.44
Miles of yard track and sidings, . . . .	96.16	91.34	108.46	.....	295.96	46.29	249.67
Total mileage operated,	412.62	273.47	437.58	.36	1,124.03	46.29	1,077.38

*b.* Mileage of line operated by States and Territories (single track):

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Line Operated under Lease.	Line Operated under Trackage Rights.	Total Mileage Operated.	RAILS. (Excluding Track- age.)	
	Main Line.	Branches and Spurs.				Iron.	Steel.
Total mileage operated,	115.79	127.91	318.49	.36	562.55	.....	562.19

*c.* Mileage of line owned by States and Territories (single track):

State of Connecticut.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Total mileage owned,	115.79	127.91	243.70	243.70

**Renewals of Rails and Ties.****NEW RAILS LAID DURING YEAR.**

Kind.	Tons.	Weight per Yard.	Average Price per Ton at Distributing Point.
Steel, . . . .	11,019.18	100 lbs.	
" . . . .	2.35	88 "	
" . . . .	11.	79 "	
" . . . .	2,164.47	78 "	
" . . . .	552.98	74 "	
" . . . .	3,404.80	70 "	
" . . . .	5.67	67 "	
" . . . .	2.	56 "	
" . . . .	3.	26 "	
Total Steel, .	17,165.45	..	\$28.07

## NEW TIES LAID DURING YEAR.

Kind.	Number.	Average Price at Distributing Point.
First Quality, . . . . .	944,019	37.73 cents.
Second Quality, . . . . .	144,566	20.75 "
Total, . . . . .	1,088,585	35.48 cents.

## Consumption of Fuel by Locomotives—Entire Line.

Locomotives.	COAL—TONS.		Soft Wood, Cords.	Total Fuel Consumed— Tons.	Miles Run.	Average Pounds Con- sumed per Mile.
	Anthracite.	Bituminous.				
Passenger, .	31,904	345,029	834	377,350	10,642,258	70.92
Freight, .	7	267,149	298	267,305	5,313,412	100.62
Switching, .	7,671	112,825	189	120,590	3,582,017	67.33
Construction, .....		27,741	38	27,760	881,553	62.98
Pay, . . . . .		291	...	291	13,448	43.28
Total, .	39,582	753,035	1,359	793,296	20,432,688	77.65
Av. cost at distr. point,	\$3.47	\$2.35	\$1.92			

## Accidents to Persons—State of Connecticut, only.

## EMPLOYEES.

Kind of Accident.	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
Coupling and Uncoupling, Falling from Trains and Engines, . . . . .	..	32	2	6	1	1	3	39
Overhead Obstructions, .	5	27	1	..	1	..	7	27
Collisions, . . . . .	1	11	..	..	..	..	1	11
Deraillments, . . . . .	..	6	..	..	..	..	..	6
Other Train Accidents, .	..	2	..	..	..	..	..	2
At Stations, . . . . .	..	3	..	1	..	1	..	5
Other Causes, . . . . .	1	..	..	1	..	2	1	3
Walking Track, . . . . .	..	13	1	1	8	15	9	29
	..	..	..	..	1	..	1	..
Total, . . . . .	7	94	4	9	11	19	22	122

Accidents to Persons—*Continued.*

Kind of Accident.	PASSENGERS.		OTHERS.					
			TRESPASSING.		NOT TRESPASSING.		TOTAL.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
Collisions,	..	9	..	..	..	..	..	..
At Highway Crossings,	..	..	1	9	6	5	7	14
At Stations,	..	5	1	1	..	1	1	2
Other Causes,	1	5	43	23	..	3	43	26
Walking Track,	..	..	25	9	..	..	25	9
Total,	1	19	70	42	6	9	76	51

## BRIEF DESCRIPTION OF CASUALTIES RESULTING FROM "OTHER TRAIN ACCIDENTS" AND "OTHER CAUSES."

## "OTHER TRAIN ACCIDENTS."

*Trainmen — Injured, 3.*

July 21, 1896. A. Winegar, brakeman, had leg squeezed at Falls Village while riding a car in on siding; brake would not hold and the car struck another car, catching Winegar.

Oct. 7. John Weber, engineer, and William Bates, fireman, injured at Meriden by explosion of boiler in engine. Both were cut by flying glass and Bates was slightly scalded.

*Switchmen, Flagmen, and Watchmen — Injured, 1.*

Oct. 7, 1896. Thos Hinchey, flagman, scalded at Mt. Carmel by injector on engine breaking.

*Other Employees — Injured, 1.*

May 1, 1897. Joseph Perchal, section laborer, while at work on track near Naugatuck Junction, was struck by cylinder head blown out of engine of west-bound passenger train and cut about back, head and leg.

## "OTHER CAUSES."

*Trainmen — Injured.*

Oct. 10, 1896. William Ennis, brakeman, had a finger crushed while assisting in unloading a cask at Thomaston.

Oct. 16, 1896. F. P. Raymond, brakeman, had a finger mashed at Tyler City by door of coach closing and catching his finger.



Oct. 26, 1896. Wm. H. Kearney, conductor, had his back injured at Cedar Hill yard. He was on caboose car which was cut off from engine, backing into yard. Yard switchmen signalled them to stop as they were on the wrong track. Caboose was stopped and engine ran into the car. Kearney was knocked off and struck on his back.

Dec. 5, 1896. D. S. Dovey, conductor, while switching at Brookfield Junction, was knocked from the side of a car by a car on an adjoining side track.

Dec. 26, 1896. David W. Coop, brakeman in yard at Hartford shops, attempted to cross between engine and car, was caught, and thigh injured.

Jan. 8, 1897. Harmon Finkle, a brakeman, was knocked from side ladder of a car by roof of passenger shed at Newtown station.

Feb. 10, 1897. D. Reardon, brakeman, had one foot run over and all the toes cut off at Botsford. They were making a flying switch, and Reardon was tending switch, when he was struck by a wide car and foot run over.

March 8, 1897. B. P. Bacon, conductor, had forefinger of hand caught between door casing and door of coach, while passing through train between Wallingford and North Haven.

April 17, 1897. William Murphy, brakeman, was struck by a switch stand at Hartford, knocked off of steps of car, and severely injured about the head.

April 18, 1897. Fireman Charles Moody was caught between "coal run" and cab of engine in New Haven yard. Received injuries about the face and internally.

April 21, 1897. C. N. Stockbower, brakeman, attempted to stop car by placing piece of timber under wheels at Derby Junction. Was struck on leg by piece of wood he was so using.

May 20, 1897. C. Hines, freight brakeman, slipped while boarding moving engine at Milford, and toes of both feet were run over and crushed.

June 24, 1897. James Dalton, brakeman, while boarding engine at New Haven, struck his head on bunter beam and slightly cut same.

*Switchmen, Flagmen, and Watchmen — Killed, 1.*

Dec. 21, 1896. A. M. G. H. Franklin, Jr., was run over and killed in White Street yard, Danbury, by an engine. He was seen walking toward the engine with head down. It is not known whether he attempted to step on to the foot-board and slipped, or was knocked down, not noticing the engine was near.

*Switchmen, Flagmen, and Watchmen — Injured, 1.*

Dec. 29, 1896. Switchman C. B. Allen was riding on box car, hanging on side ladder at Wilson Point, and was knocked off by scale box, wrenching his back.

*Other Employes — Killed, 8.*

July 3, 1896. John O'Neil, section man, was struck and killed by engine on train, near Newington Station, Conn.

Sept. 10, 1896. Trackman, Charles Cammus, while at work near Ferry Street Bridge, New Haven, was struck and killed by a train.

Jan. 27, 1897. J. J. Powers, section foreman, M. Shea, J. Griffin, M. Callahan, and J. Spina, section laborers, struck and killed by west-bound freight train while working on track near East Norwalk. They stepped from the outside west-bound track to avoid a passenger train on to the middle track directly ahead of the freight train.

Jan. 29, 1897. Wilson Jones, coal shoveler, killed on coal barge "Eleanor" at New Haven Dock, while discharging coal, by pile of coal falling on him.

*Other Employes — Injured, 15.*

July 17, 1896. W. H. Poland, carpenter in bridge gang, while unloading stringer from a car at Portland, Conn., allowed same to fall on his foot, slightly injuring same.

Aug. 18, 1896. Alfred Carlson, laborer, while loading a car truck to a car at Westchester, Conn., allowed same to slip back, knocking him down and bruising arms, leg, and shoulder.

Aug. 29, 1896. Edward O'Shea and Thomas J. Callahan were struck by engine in yard at Hartford shops. Shea had foot run over, rendering amputation necessary. Callahan received slight flesh wound upon head. The men worked in blacksmith shop and were on their way home, going through yard instead of by street.

Aug. 30, 1896. Italian, Laborer No. 453; rail slipped and cut his head at Avon.

Sept. 11, 1896. Frank Green, laborer, had both feet run over and crushed by coal car, under which he was lying, being moved by yard engine at New Haven.

Oct. 1, 1896. Patrick McGowan, a trackman, fell from hand car near Shelton and was dragged under the car. He took off his coat, and, stooping to put it on car, was struck by one of the handles of the lever of car.

Nov. 17, 1896. James Moran, track laborer, had toes crushed by falling rail at Milford.

Dec. 2, 1896. J. W. Reynolds, freight handler, struck by east-bound passenger train while crossing tracks at Greenwich and right arm broken.

Dec. 21, 1896. Dan. Cahill, section laborer, found on track at Milford with ankle and face scratched.

Jan. 20, 1897. Louis Adams, section man, received scalp wound while riding in pay car, near Wallingford, by reason of explosion of Baker Heater.

Jan. 26, 1897. P. Murphy, section foreman, extra train struck handcar and injured his leg at Hoskins.

Jan. 26, 1897. Arthur Bruneau, car inspector, was struck and knocked down by freight car while crossing tracks in New Haven yard, and arm run over and crushed.

June 16, 1897. Thomas Collins, guyman on schooner *Rodney Parker* at Wilson Point, caught his foot in guy rope and was pulled into hold of the vessel, slightly injuring ankle.

June 22, 1897. J. Dwyer, freight handler, had ankle hurt by hand truck at Waterbury, Conn.

*Passenger — Killed, 1.*

May 18, 1897. Chester Olmstead leaned out of window of train when passing through bridge near Waterville sufficiently far to strike his head against the bridge, killing him almost instantly.

*Passengers — Injured, 5.*

July 20, 1896. Michael Fish opened gates on Watertown Branch train and stepped down on lower step; slipped and fell through the bridge.

Sept. 9, 1896. Maggie Lane, passenger, jumped from train as it was entering Stamford Station; was thrown down and nose broken and arm bruised.

Sept. 12, 1896. Mrs. Mary Diggles jumped from moving train at Ansonia station and was slightly injured.

Nov. 23, 1896. Martin Loughery jumped from train as it was entering Glenbrook Station; was thrown down and arm run over and crushed.

Dec. 4, 1896. William Watson, passenger, closed the door on his finger at Waterbury.

*Trespassing — Killed, 43.*

July 6, 1896. James Ainsworth found dead under Olive Street bridge, New Haven, having evidently been killed by one of the night trains.

July 7, 1896. Charles Morrell was found near Howard Avenue bridge, New Haven, with head cut and hand bruised. He was lying beside the track.

July 14, 1896. The body of a man, name unknown, was found in ditch, just south of Laurel Street bridge, Hartford. Evidently struck and killed by one of the night trains.

July 16, 1896. An unknown man threw himself in front of a light engine at New Haven and was instantly killed.

July 19, 1896. The body of John Garside was found lying beside tracks at Pequot Avenue bridge, New London.

July 21, 1896. H. P. Busk struck by passenger train and fatally injured while crossing track at Stamford.

July 26, 1896. Louis Hoffman found near tracks at Fair grounds, Danbury, fatally injured. It is not known how accident happened.

July 29, 1896. George Nealy went to sleep on track near Merwinsville. He was struck by a train and instantly killed.

Aug. 3, 1896. Fred. Seafelt, a boy six or seven years old, had leg run over by car at "Branch Switch," Hartford, while playing with others around cars in freight yard. He was crawling under car at the time switch engine started to haul cars from track. Died at hospital.

Aug. 14, 1896. Andrew Burke was struck and fatally injured by passenger train while attempting to steal a ride on freight train east of Bridgeport.

Sept. 4, 1896. Remains of man supposed to be Frank O'Brien found on track east of Hartford tunnel, evidently killed by a train. Appearances in-

licated he was stealing a ride on freight train and either jumped or fell from train.

Sept. 4, 1896. Mrs. Annie Barney, of Wallingford, was struck and killed by engine on train about  $2\frac{1}{2}$  miles south of Wallingford. She was very deaf, evidently did not hear the alarm whistle, and stepped in front of engine.

Sept. 11, 1896. Unknown man threw himself in front of passenger train at Darien; was struck and killed by the engine.

Sept. 15, 1896. Morris Hammel stepped in front of engine on freight train two miles north of Meriden and was killed.

Sept. 15, 1896. James F. Preston was run over by one of the night trains about one mile south of Berlin station.

Sept. 19, 1896. Richard Wilson was run over and killed while attempting to board freight train at Bridgeport for the purpose of stealing a ride.

Sept. 25, 1896. The body of Eugene Williams was found beside the tracks at Fair Haven, Conn.

Sept. 27, 1896. Michael Collins found dead on siding near Ansonia: was apparently run over while lying on track.

Sept. 30, 1896. David O'Keefe found alongside tracks at Stamford with both legs cut off. Died as result of injuries.

Sept. 30, 1896. The body of an unknown man was found beside tracks near Lake Saltonstall in the Town of Branford.

Oct. 2, 1896. William Sheppard found on tracks at Stratford, supposed to have been struck by a train.

Oct. 3, 1896. Dead body of John Chatfield found on track near Naugatuck Junction.

Oct. 10, 1896. The body of a man supposed to be Frank Ball was found on tracks in Danbury yard. It is supposed he was lying on track and was run over by engine.

Oct. 28, 1896. William Toomey was struck and killed by engine near James Street bridge, New Haven. It is reported that he jumped off a freight train in front of engine that struck him.

Nov. 4, 1896. William Coffey found under freight train at Bridgeport. fatally injured.

Nov. 6, 1896. The dead body of James Clarkin found on track at South Norwalk.

Nov. 6, 1896. David Walsh was found near cross-over switch at freight house, Portland, Conn., dead. It was supposed that one of the work trains ran over him.

Nov. 9, 1896. The dead body of C. H. Johnson was found on track at Greenwich.

Nov. 26, 1896. The body of an unknown man found alongside the track at West Haven.

Dec. 12, 1896. The dead body of Henry Niekamp found alongside of track east of Stamford.

Dec. 26, 1896. The body of Mrs. F. Eager was found beside tracks near Ferry Street bridge, New Haven.

Jan. 1, 1897. Joseph Burnett was killed by engine on transfer train at Shore Line Junction. He crossed west track behind train No. 61, and stepped in front of train on east track.



Jan. 12, 1897. A. W. Bump drove a team on private crossing near Derby in front of a train and was instantly killed.

Jan. 17, 1897. Unknown man run over and killed between Riverside and Sound Beach while attempting to board freight train for the purpose of stealing a ride.

Feb. 6, 1897. Arthur Kelly found lying on track at Bridgeport. Died from his injuries.

Feb. 22, 1897. The dead body of William F. Holbrook found on track near Green's Farms.

Mar. 29, 1897. Miles Remington was fatally injured at Bridgeport by jumping from freight train on which he was stealing a ride.

Mar. 29, 1897. Joseph Keenan was run over by a car at Hartford and fatally injured. He was under the car when switch crew started the cars to take them from track.

April 17, 1897. The body of Edward Regan was found beside tracks near Branford Station.

April 19, 1897. The body of a man found on the track at Riverside. He is supposed to have been struck by some train.

May 5, 1897. Dead body of unknown man found on tracks at Stamford.

May 19, 1897. The body of John Palmer was found beside tracks near Wallace Street bridge, New Haven.

June 19, 1897. Thomas Rourke, stealing a ride, fell under cars in trying to get on at Farmington. Died from injuries.

#### *Trespassing — Injured, 23.*

July 19, 1896. Boy named John Hinds had legs badly bruised while playing with turn-table at Dock, South Norwalk.

Aug. 5, 1896. Mrs. Michael Long was struck by a freight car at Thompsonville and injured about the head. She attempted to cross track when freight train was backing up.

Aug. 17, 1896. Thomas Moran had leg run over and cut off while attempting to board freight train at New Haven for the purpose of stealing a ride.

Sept. 18, 1896. Vincent Hams had leg broken while attempting to board freight train at New Haven for the purpose of stealing a ride.

Sept. 26, 1896. Benjamin Chatfield, while crossing siding south of Waterbury, was struck by engine.

Nov. 17, 1896. James McAvoy fell from freight train on which he was stealing a ride at New Haven and had foot crushed.

Jan. 10, 1897. Frank Riley jumped from train at East Winsted, bruising head and dislocating shoulder.

Jan. 11, 1897. Charles J. McKinnan found at Naugatuck Junction with leg run over and crushed, claimed to have jumped from passenger train.

Feb. 10, 1897. Herman Tirsh found on track at South Norwalk with fractured skull.

Feb. 16, 1897. John Gray had foot smashed while attempting to get on train at Windsor Locks to steal a ride.

Feb. 26, 1897. H. W. Porter, leg run over and crushed at West Haven by freight train on which he was attempting to steal a ride.

Mar. 2, 1897. J. McFadden had arm broken while attempting to board work train at Bridgeport for the purpose of stealing a ride.

Mar. 11, 1897. Michael Coffey found lying on track at Bridgeport with three ribs broken and scalp wounded.

Mar. 29, 1897. John Alcorn attempted to board train at Long Wharf crossing, New Haven, and was thrown down and head cut.

April 8, 1897. John McNulty had arm broken and head injured by coming in contact with bridge west of New Haven, while stealing a ride on freight train.

May 9, 1897. Antonio Milaski fell from freight train on which he was stealing a ride at West Haven; leg run over and crushed.

May 13, 1897. An unknown man was run over near Kent and badly injured. He was lying on track when discovered by engineer.

May 22, 1897. John Halloquin was thrown down a bank near Derby and was severely cut about the head and bruised about the body. He was trying to board a moving train.

June 11, 1897. Frank Brown jumped from overhead bridge at New Haven on to car in passing freight train for the purpose of stealing a ride; fell to ground, foot run over and crushed.

June 19, 1897. Antonio Palma was struck by a car and rolled between the car and freight house in New Haven, having one leg and three ribs broken. He did not hear approaching train which was being switched on to siding.

June 22, 1897. David Cunningham had both legs run over and crushed at Bridgeport, while attempting to board freight train for the purpose of stealing a ride.

June 22, 1897. John Connell, trespasser, while asleep on track near Plainville, was struck and injured, one foot crushed.

June 25, 1897. John Ouger, while attempting to board moving freight train near Guilford Station, fell and was slightly injured about the legs.

*Not Trespassing — Injured, 3.*

July 13, 1896. John Cox, had foot run over and crushed while attempting to board passenger train as it was leaving Darien Station.

Nov. 2, 1896. Carl J. Blenner had leg broken while attempting to board passenger train as it was leaving New Haven station.

Dec. 10, 1896. Jeremiah Chadbourne struck by passenger train while crossing track at Bridgeport passenger station, receiving scalp wound and collar bone broken.

## Characteristics of Road.

WORKING DIVISIONS.	Miles.	ALIGNMENT.		
		Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.
New York, . . . . .	79.91	125	28.73	51.18
New London, . . . . .	49.40	59	17.60	31.80
Hartford, . . . . .	78.89	77	28.56	50.33
Air Line, . . . . .	55.09	93	21.13	33.96
Northampton, . . . . .	136.63	259	39.26	97.37
Naugatuck, . . . . .	60.99	252	34.39	26.60
Valley, . . . . .	46.20	122	15.27	30.93
Berkshire, . . . . .	148.30	404	71.55	76.75
Danbury, . . . . .	35.61	99	13.97	21.64
Stonington, . . . . .	86.92	108	24.85	62.07
Worcester, . . . . .	75.75	137	26.13	49.62
Providence, . . . . .	78.47	89	21.63	56.84
Plymouth, . . . . .	148.56	220	40.19	108.37
Taunton, . . . . .	137.39	121	28.66	108.73
Northern, . . . . .	93.28	192	35.28	58.00
Cape Cod, . . . . .	130.49	127	38.47	92.02
Total, . . . . .	1,441.88	2,484	485.67	956.21

## PROFILE.

Length of Level Line. Miles.	ASCENDING GRADES.			DESCENDING GRADES.		
	No.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	No.	Sum of Descents. Feet.	Aggregate Length of Descending Grades. Miles.
12.68	49	1,181	37.81	42	855	29.42
10.56	31	443	18.47	30	464	20.37
16.84	47	752	35.09	45	442	26.96
5.33	23	1,222	27.56	21	1,041	22.20
40.83	85	1,910	60.65	62	1,208	35.15
9.09	69	1,148	40.34	45	236	11.56
20.26	19	282	11.15	22	311	14.79
.....	..	....	.....	..	....	.....
.....	..	....	.....	..	....	.....
14.59	76	786	34.88	65	735	37.45

## BRIDGES, TRETTLES, TUNNELS, ETC., IN CONNECTICUT.

Item.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Bridges :							
Stone, .	96	2,468	..	8	..	385	..
Iron, .	294	27,141	..	10	..	1,543	..
Wooden, .	95	4,461	10	10	..	370	..
Total, .	485	34,070	10	..	..	..	..
Trestles, .	72	32,622	..	15	..	6,694	..
Tunnels, .	2	1,450	..	250	..	1,200	..

## OVERHEAD CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Overhead Highway Crossings : Bridges, .	145	14	1
Conduits, . . . . .	3	14	3
Total, . . . . .	148	..	..
Overhead Railway Crossings: Bridges, .	4	18	..
Conduits, . . . . .	1	15	..
Total, . . . . .	5	..	..
Tunnels, . . . . .	2	14	2

GAUGE OF TRACK — 4 feet, 8½ inches ; 243.70 miles owned in Connecticut.

## Telegraph.

Owned by another company, but located on property of road making this report:

Miles of Line.	Name of Owner.	Name of Operating Company.
279.61	Western Union Telegraph Co.	Western Union Telegraph Co.
46.20	Conn. River Telegraph Co.	Conn. River Telegraph Co.



## Car Mileage.

Paid or allowed for rolling stock not the property of railroads nor consigned for use by lease:

CARS USED.		COMPENSATION.	
Name of Owner.	Description.	Rate.	Amount.
Armour Car Lines, . . . .	Box,	6/10	\$669.87
Armour Car Lines, . . . .	Refrigerator,	3/4	1,020.25
Armour Packing Co., . . . .	"	"	78.69
Armour Packing Co., . . . .	"	6/10	539.30
Arms Palace Horse Car Co., . .	Horse,	"	157.40
Atlanta Stone, Coal & Lumber Line,	Flat and Coal,	"	6.09
American Refrigerator Transit Co.,	Refrigerator,	3/4	12.40
American Refrigerator Transit Co.,	"	6/10	66.41
American Cotton Oil Co., . . .	Tank,	3/4	470.51
American Cotton Oil Co., . . .	"	6/10	28.27
American Cereal Co. Despatch, .	Box,	"	6.93
Anglo-Am. Refrig. Car Co., Tank	and Refrigerator,	3/4	12.92
Anglo-American Refrig. Car Co., .	Refrigerator,	6/10	360.20
American Tank Line, . . . .	Tank,	3/4	18.46
Anstell Refrigerator Car Line, .	Refrigerator,	6/10	.52
American Live Stock Trans. Co., .	Stock,	"	508.47
Bosshart & Wilson, . . . .	Tank,	3/4	.16
Burton Stock Car Co., . . . .	Horse and Stock,	6/10	89.65
Babcock, F. W., & Co., . . . .	Tank,	3/4	76.87
Beadleston & Woerz, . . . .	Refrigerator,	"	9.70
Beadleston & Woerz, . . . .	"	6/10	30.07
Buckeye Transportation Co., . .	"	3/4	4.31
Buckeye Transportation Co., . .	"	6/10	10.07
Banner Refrigerator Line, . . .	"	3/4	3.38
Banner Refrigerator Line, . . .	"	6/10	9.12
Boston Live Stock Express, . . .	Stock,	"	31.83
Brill, J. G., & Co., . . . .	Flat,	"	27.09
Bayonne Chemical Works, . . . .	Tank,	3/4	7.80
Black Lick Coal Co., . . . .	Coal,	6/10	6.56
Boyd, Lunham & Co. Prov. Express,	Refrigerator,	"	3.19
Barrett Manufacturing Co., . . .	Tank,	3/4	8.35
Cornplanter Refining Co., . . .	"	"	7.53
Chic., N. Y. & Boston Trans. Co.,	Refrigerator,	"	25.58
Chic., N. Y. & Boston Trans. Co.,	"	6/10	90.01
Continental Refining Co., Ltd., .	Tank,	3/4	.83
California Fruit Transportation Co.,	Refrigerator,	"	303.96
California Fruit Transportation Co.,	"	6/10	600.35
California Fruit Express, . . . .	"	3/4	.65
California Fruit Express, . . . .	"	6/10	2.86
Cudahay Refrigerator Line, . . .	"	3/4	177.36
Cudahay Refrigerator Line, . . .	"	6/10	915.97
Chicago Refrigerator Car Line, . .	"	3/4	7.60
Chicago Refrigerator Car Line, . .	"	6/10	46.56
Cudahy Milwaukee Refrigerator Line,	"	3/4	2.42
Cudahy Milwaukee Refrigerator Line,	"	6/10	3.05
Cold Blast Transportation Co., . .	"	3/4	136.86
Cold Blast Transportation Co., . .	"	6/10	536.74
Craig Oil Company, . . . .	Tank,	3/4	14.11
Cottolene Refrigerator Line, . . .	Refrigerator,	"	1.46
Cottolene Refrigerator Line, . . .	"	6/10	21.56
Commerce Despatch Line, . . . .	Coal, Flat, and Box,	"	873.95
Crystal Oil Co., . . . .	Tank,	3/4	.14

## Car Mileage—Continued.

CARS USED.		COMPENSATION.	
Name of Owner.	Description.	Rate.	Amount.
Cutting, F. A., . . . . .	Bark,	6/10	\$30.64
Continental Fruit Express, . . . . .	Refrigerator,	3/4	3.23
Continental Fruit Express, . . . . .	"	6/10	32.64
Comstock & Co., . . . . .	Box,	"	4.81
Corle Oatmeal Co., . . . . .	"	"	1.39
Central Equipment Co., . . . . .	"	"	13.64
Cochrane Chemical Co., . . . . .	Tank,	3/4	1.60
Cochrane Chemical Co., . . . . .	"	6/10	.41
Climax Tank Line, . . . . .	"	3/4	.08
Canada Cattle Car Company, . . . . .	Stock,	6/10	3.98
Crystal Ice Co., . . . . .	Refrigerator,	"	2.18
Crystal Oil Refining Co., . . . . .	Tank,	3/4	1.85
Cleveland Linseed Oil Co. Tank Line, . . . . .	"	"	.44
Dold, Jacob, Packing Co., . . . . .	Refrigerator,	"	41.96
Dold, Jacob, Packing Co., . . . . .	"	6/10	107.20
Dairy Dealers Despatch, . . . . .	"	"	2.42
Fairmount Coal & Coke Co., . . . . .	Coal and Coke,	"	.59
Fairfield Chemical Co., . . . . .	Tank,	3/4	68.25
Fairbanks, N. K., & Co., . . . . .	"	"	2.91
Gilbert Car Co., . . . . .	Box,	6/10	1.61
Gardner, C. J., . . . . .	Refrigerator,	"	3.83
Gate City Oil Co., . . . . .	Tank,	3/4	6.47
Havens, C. B., & Co., . . . . .	Box,	6/10	2.23
Hammond Refrigerator Line, . . . . .	Refrigerator,	3/4	494.92
Hammond Refrigerator Line, . . . . .	Box,	6/10	1,587.41
Healy Refrigerator Line, . . . . .	Refrigerator,	"	8.53
Hodgman, G. B., Mfg. Co., . . . . .	"	"	1.74
Independent Refining Co., Ltd., . . . . .	Tank,	3/4	3.88
International Fruit Deal.'s Despatch, . . . . .	Refrigerator,	"	11.76
International Fruit Deal.'s Despatch, . . . . .	"	6/10	13.88
Jackson, Sharp & Co., . . . . .	Flat,	"	26.27
J. E. B. Furniture Line, . . . . .	Box,	"	3.04
Kansas City Refrigerator Car Co., . . . . .	Refrigerator,	3/4	43.34
Kansas City Refrigerator Car Co., . . . . .	"	6/10	80.48
Knickerbocker Chemical Co., . . . . .	Tank,	3/4	17.29
Kingan Refrigerator Line, . . . . .	Refrigerator,	"	16.07
Kingan Refrigerator Line, . . . . .	"	6/10	45.43
Keystone Palace Horse Car Co., . . . . .	Horse,	"	30.08
Keystone Live Stock Express, . . . . .	Stock,	"	1,323.99
Kansas Manufacturers Despatch, . . . . .	Box,	"	2.23
Loyal Hanna Coal & Coke Co., . . . . .	Coal,	"	55.69
Libby, McNeill & Libby, . . . . .	Refrigerator,	3/4	1.58
Libby, McNeill & Libby, . . . . .	"	6/10	2.83
Iaconia Car Co., . . . . .	Flat,	"	10.27
Lipton Refrigerator Line, . . . . .	Refrigerator,	"	23.03
Lipton Refrigerator Line, . . . . .	"	"	14.75
Lipton Car Lines, . . . . .	"	"	11.10
Live Poultry Transportation Co., . . . . .	Poultry,	"	4.74
Laurel Hill Car & Coal Co., . . . . .	Box, Coal, and Stock,	"	4.86
Louisville Packing Co., . . . . .	Refrigerator,	"	1.57
Merchants Despatch Trans. Co., . . . . .	Box,	"	3,295.47
Merchants Despatch Trans. Co., . . . . .	Refrigerator,	3/4	302.58
Mather Horse and Stock Car Co., . . . . .	Horse,	6/10	61.14
Manhattan Oil Co., . . . . .	Tank,	3/4	48.43

## Car Mileage—Continued.

CARS USED.		COMPENSATION	
Name of Owner.	Description.	Rate.	Amount.
Morris & Co. Refrigerator Line, .	Refrigerator,	3/4	\$377.91
Morris & Co. Refrigerator Line, .	"	6/10	1,425.53
Michigan Salt Line, . . . .	Box,	"	1.57
Mathieson Alkali Works, . . . .	Tank,	3/4	2.04
Moran Refrigerator Line, . . . .	Refrigerator,	6/10	10.44
Morrell Refrigerator Line, . . . .	"	"	2.46
Muir Tank Line, . . . . .	Tank,	3/4	.27
Metzger Linseed Oil Co., . . . .	"	"	13.06
Municipal Gas Co., . . . . .	.....	6/10	.12
Narragansett Brewing Co., . . . .	Refrigerator,	3/4	2.84
Narragansett Brewing Co., . . . .	"	6/10	9.76
National Linseed Oil Co., . . . .	Tank,	3/4	13.51
North & So. Roll'g St'k Co., Box,	Refrigerator, Coal,	6/10	92.25
National Rolling Stock Co., . . . .	Flat and Box,	"	.38
New England Car Co., . . . . .	Stock,	"	3.63
Nichols Chemical Co., . . . . .	Tank,	3/4	.39
Omaha Packing Co., . . . . .	Refrigerator,	6/10	1.24
Provision Dealers' Despatch, . . . .	"	3/4	56.90
Provision Dealers' Despatch, . . . .	"	6/10	190.04
Peerless Transit Co., . . . . .	Tank,	3/4	1.16
Pennsylvania & Delaware Tank Line,	"	"	10.27
Producers' Oil Co., Ltd., . . . . .	"	"	.46
Pittsburgh Plate Glass Co., . . . .	.....	6/10	15.05
Pennsylvania Refining Co., Ltd., .	Tank,	3/4	.57
Pabst Refrigerator Line, . . . . .	Refrigerator,	6/10	2.51
Pennsylvania Paraffine Works, . . . .	Tank,	3/4	.59
Pennsylvania Tanning Co., . . . . .	Flat,	6/10	1.56
Russell Paper Co., . . . . .	Box,	"	.09
Rhode Island Locomotive Works,	Flat,	"	3.67
Southern Desph Lumber Line, Box,	Flat, Refrigerator,	"	23.05
Street's Stable Car Lines, . . . . .	Stock,	"	9.09
Southern Freight Line, . . . . .	Box, Flat, and Coal,	"	6.19
Shippers Refrigerating Car Co., . . . .	Refrigerator,	3/4	1.55
Shippers Refrigerating Car Co., . . . .	"	6/10	12.10
St. Louis Refrigerator Car Co., . . . .	"	3/4	33.92
St. Louis Refrigerator Car Co., . . . .	"	6/10	85.50
Swift Refrigerator Line, . . . . .	"	3/4	1,203.47
Swift Refrigerator Line, . . . . .	"	6/10	4,445.61
Swift Live Stock Express, . . . . .	Stock,	"	1,298.12
St. Louis Dressed Beef & Prov. Co.,	Refrigerator,	3/4	3.59
St. Louis Dressed Beef & Prov. Co.,	"	6/10	4.09
Southwestern Millers' Despatch, . . . .	Box,	"	21.85
St. Charles Car Co., . . . . .	"	"	.65
St. Paul Refrigerator Car Co., . . . .	Refrigerator,	"	6.96
Schofield, Shurmer & Teagle, . . . .	Tank,	3/4	5.77
Santa Fé Fruit & Refrigerator Line,	Refrigerator,	6/10	19.83
Southern Cotton Oil Co., . . . . .	Tank,	3/4	39.15
Tide Water Oil Co., . . . . .	"	3/4	65.66
Titusville Oil Works, . . . . .	"	"	4.18
Union Tank Line, . . . . .	"	"	2,952.34
Union Refrigerator Transit Co., . . . .	Refrigerator,	"	42.27
Union Refrigerator Transit Co., . . . .	Prov. and Refrig.,	6/10	90.92
Vinton Colliery Co., . . . . .	Coal,	"	33.03
Vanna Clute & Co., . . . . .	Box,	"	2.93

Car Mileage — *Continued.*

CARS USED.		COMPENSATION.	
Name of Owner.	Description.	Rate.	Amount.
Venice Transportation Co., . . .	Flat and Box,	6 10	\$99.70
Van Camp Refrigerator Line, . . .	Refrigerator,	"	9.15
Westmoreland Coal Company, . . .	Coal,	"	467.68
Western Equipment & Car Co., . . .	Box,	"	16.44
Woolner Transportation Co., . . .	"	"	1.66
Western Meat Refrigerator Express,	Refrigerator,	"	.62
Western Rolling Stock & Eq't. Co.,	Box,	"	12.68
Zenith Milling Co., . . .	"	"	2.98
Pullman Palace Car Co., . . .	.....	3 cents.	1,318.80
Pullman Palace Car Co., . . .	.....	2 cents.	3,339.08
Total, . . . . .			\$36,848.01

## Oath.

We, the undersigned, Charles P. Clark, President, and H. M. Kochersperger, Comptroller, of The New York, New Haven & Hartford Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

CHARLES P. CLARK,  
*President.*

H. M. KOCHERSPERGER,  
*Comptroller.*

STATE OF MASSACHUSETTS, ) ss.  
COUNTY OF SUFFOLK, )

Subscribed and sworn to by Charles P. Clark before me this 15th day of September, 1897.

JAMES W. PERKINS,  
*Notary Public.*

STATE OF CONNECTICUT, ) ss.  
COUNTY OF NEW HAVEN, )

Subscribed and sworn to before me this 15th day of September, 1897, by H. M. Kochersperger.

A. S. MAY,  
*Notary Public.*



# NORWICH & WORCESTER RAILROAD CO.

## History.

Name of common carrier making this report? Norwich & Worcester Railroad Company.

Date of organization? June 22, 1836.

Under laws of what Government, State, or Territory organized? Massachusetts and Connecticut.

What carrier operates the road of this company? New England Railroad Company.

## Organization.

Names of Directors.	Post-office Address.	Expiration of Term
EDWARD L. DAVIS,	Worcester, Mass.,	Second Wed. in Jan., 1898.
THOMAS B. EATON,	" "	" " "
JOSIAH H. CLARKE,	" "	" " "
FRANCIS H. DEWEY,	" "	" " "
A. GEORGE BULLOCK,	" "	" " "
CHARLES P. COGGSWELL,	Norwich, Conn.,	" " "
EDWARD C. THAYER,	Keene, N. H.,	" " "
STEPHEN SALISBURY,	Worcester, Mass.,	" " "

Total number of stockholders at date of last election? 905.

Date of last meeting of stockholders for election of directors? January 13, 1897.

Post-office address of general office? Norwich, Conn.

Post-office address of operating office? Boston, Mass.

Name and address of officer to whom correspondence regarding this report should be addressed? M. M. WHITTEMORE, Treasurer, Norwich, Conn.

## Officers.

Title.	Name	Location of Office.
President,	A. GEORGE BULLOCK,	Worcester, Mass.
Secretary,	M. M. WHITTEMORE,	Norwich, Conn.
Treasurer,	M. M. WHITTEMORE,	" "

## Property Leased, or otherwise Assigned for Operation.

Name of Railroad the income of which from lease, or from other assignment for operation, is included in the Income Account—(p. 305):

Name.	TERMINALS.		By what Company Operated	Under what kind of Contract Operated.	Miles of Line.
	From—	To—			
Norwich & Worcester, Allyn's	Point.	Worcester.	The New Eng. and R. R. Co.	100 years Lease.	66.16
Total Mileage.	.	.	.	.	66.16

## Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common.	66	\$100.00	*\$6,600.00	\$6,600.00	...	...
Preferred,	38,250	100.00	3,825,000.00	2,769,200.00	8 per ct.	\$221,586
Total,	38,316	.....	\$3,831,600.00	\$2,775,800.00	.....	\$221,586

\* To be converted into preferred stock whenever presented.

Manner of Payment for Capital Stock.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash: Common, . . . . .	*66	\$6,600.00
Issued for Construction: Preferred, . . . . .	26,408	2,678,168.75
Issued for Stock in Nor. & N. Y. Trans. Co., . . . . .	1,289	225,575.00
Total, . . . . .	27,758	\$2,905,342.75

\* No dividends declared on this.

## Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash realized on Amount Issued.
	Date of Issue.	When Due.				
Deb. Bonds,	1897 Mch. 1.	1927 Mch. 1.	\$2,000,000	\$675,000.00	\$675,000.00	\$708,210.00

## INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
4 per cent.	March and September.	*\$25,000.00	*\$16,000.00

\* July 1, 1896, to March 1, 1897, on \$40,000.00 6 per cent., \$16,000.00.

\* March 1, 1897, to July 1, 1897, on \$675,000.00 4 per cent., \$9,000.00.

## Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year	Amount Paid during Year.
Mortgage (Debentures) Bonds (p. 306), . . .	\$675,000.00	\$675,000.00	\$15,000.00	\$15,000.00

## Current Assets and Liabilities.

Cash and Current Assets available for Payment of Current Liabilities.		Current Liabilities accrued to and including June 30, 1897.	
Cash, . . . . .	\$96,329.82	Dividends not called for, . . . . .	\$3,023.00
Other Cash Assets to pay Matured Bonds and In- terest, . . . . .	4,270.00	Matured Interest Cou- pons unpaid (including Coupons due July 1st, . . . . .	270.00
		Rents due July 1st, . . . . .	77,812.33
		Matured Bonds unpaid, . . . . .	4,000.00
Total Cash and Current Assets, . . . . .	\$100,599.82	Total Current Liabilities, . . . . .	\$85,105.33
		Balance Cash Assets, . . . . .	15,494.49
Total, . . . . .	\$100,599.82	Total, . . . . .	\$100,599.82

Materials and supplies on hand, \$450,869.65.

## Recapitulation.

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 306), . . . . .	\$2,775,800.00	\$2,775,800.00	66.16	\$41,955.86
Bonds (p. 306), . . . . .	675,000.00	675,000.00	66.16	10,202.24
Total, . . . . .	\$3,450,800.00	\$3,450,800.00	.....	\$52,159.00

**Cost of Road, Equipment, and Permanent Improvements.**

Item.	Total Cost to June 30, 1896.	Total Cost to June 30, 1897.	Cost per Mile.
Construction, . . . . .	\$3,619,201.90	\$3,210,986.42	\$48,533.65
Equipment, . . . . .	179,750.67	179,750.67	2,716.91
Tot. Cost Construc., Equip., etc.,	\$3,798,952.57	\$3,390,737.09	\$51,250.56

**Income Account.**

Income from Lease of Road, . . . . .	\$245,536.00	
Miscellaneous Income, less Expenses (p. 308), . . . . .	756.38	
Total Income, . . . . .		\$246,292.38
Deductions from Income:		
Salaries and Maintenance of Organization, . . . . .	\$367.87	
Interest on Funded Debt accrued (p. 306), . . . . .	24,000.00	
Total deductions from Income, . . . . .		24,367.87
Net Income, . . . . .		\$221,924.51
Dividends, 8 per cent., preferred stock (p. 306), . . . . .		221,536.00
Surplus from Operations of Year ending June 30, 1897,		\$388.51
Surplus on June 30, 1896 [from "General Balance Sheet," 1896 Report], . . . . .		\$903,831.51
Additions for Year, . . . . .		15,361.80
Surplus on June 30, 1897 [for entry on "General Balance Sheet," p. 309], . . . . .		\$919,193.31

**Stocks Owned.**

Name.	Total Par Value.	Valuation.
Norwich & New York Transportation Co., . . . . .	\$500,000.00	\$500,000.00

**Miscellaneous Income.**

Item.	Gross Income.	Net Misc. Income.
Income from Deposits, . . . . .	\$756.38	\$756.38



## Comparative General Balance Sheet.

Total, June 30, 1896.	Assets.	Total, June 30, 1897.	Increase Year ending June 30, 1897.	Decrease Year ending June 30, 1897.
\$3,619,201.90	Cost of Road (p. 308), . .	\$3,210,986.42	.....	\$408,215.48
179,750.67	Cost of Equipment (p. 308), .	179,750.67	.....	.....
495,575.00	Stocks owned (p. 308), . .	500,000.00	\$4,425.00	.....
12,892.08	Lands owned, . .	12,892.08	.....	403,790.48
167,930.57	Cash and Current Assets (p. 307), . .	100,599.82	.....	67,330.75
42,478.62	Materials and Supplies, .	450,869.65	408,391.03	.....
\$4,517,828.84	Grand Total, . .	\$4,455,098.64	.....	\$62,730.20

Total, June 30, 1896.	Liabilities.	Total, June 30, 1897.	Increase Year ending June 30, 1897.	Decrease Year ending June 30, 1897.
\$2,775,800.00	Capital Stock (p. 306), . .	\$2,775,800.00	.....	.....
400,000.00	Funded Debt (p. 306), . .	675,000.00	\$275,000.00	.....
430,197.33	Current Liabilities (p. 307), .	85,105.33	.....	\$345,092.00
8,000.00	Accrued Int. on Funded Debt not yet payable, . .	.....	.....	8,000.00
903,831.51	Profit and Loss (p. 308), . .	919,193.31	15,361.80	.....
\$4,517,828.84	Grand Total,	\$4,455,098.64	.....	\$62,730.20

## Security for Funded Debt (p. 306).

Debenture Bonds; road not mortgaged.

## Description of Equipment.

Included in New England Railroad Co.'s report.

## Mileage.

c. Mileage of line owned by States and Territories (single track) :

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	RAILS.	
	Main Line.	Branches and Spurs.		Iron.	Steel.
Allyn's Point to Worcester.	66.16	26.34	92.50	14.23	78.27

## Characteristics of Road.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		
From—	To—	Miles.	Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.
Allyn's Point	Worcester.	16.16	107	22.48	48.68

## PROFILE.

Length of Level Line. Miles.	ASCENDING GRADES.			DESCENDING GRADES.		
	No.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	No.	Sum of Descents. Feet.	Aggregate Length of Descending Grades. Miles.
13.78	14	143	1,172	16	624	40.66

## BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Bridges:							
Stone,	8	258	6	5	..	50	..
Iron,	13	235	..	20	..	235	..
Wooden,	17	1,820	..	18	..	18	..
Total.	38	....	..	..	..	..	..
Trestles,	2	111	..	27	6	84	..
Tunnels,	2	467	..	176	..	291	..

## OVERHEAD HIGHWAY CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Overhead Highway Crossings :			
Bridges, . . . . .	5	14	6
Trestles, . . . . .	1	18	..
Total, . . . . .	..	..	..

GAUGE OF TRACK — 4 feet, 8½ inches ; 92.50 miles.

## Telegraph.

Owned by another company, but located on property of road making this report :

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
58.9	267.6	Western Union Tel. Co.	Western Union Tel. Co.

## Oath.

STATE OF MASSACHUSETTS, } ss.  
COUNTY OF WORCESTER, }

STATE OF CONNECTICUT, } ss.  
COUNTY OF NEW LONDON, }

We, the undersigned, A. George Bullock, President, and M. M. Whittemore, Treasurer, of the Norwich & Worcester Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company ; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth to the best of our knowledge, information, and belief ; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts ; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

A. GEO. BULLOCK,  
*President.*  
M. M. WHITTEMORE,  
*Treasurer.*

Subscribed and sworn to before me this 17th day of July, 1897.

IRA L. PECK,  
*Notary Public.*

Subscribed and sworn to before me this 20th day of July, 1897.

HALLECK BARTLETT,  
*Notary Public.*

# J. K. O. SHERWOOD, RECEIVER OF THE PHILADELPHIA, READING & NEW ENGLAND RAILROAD COMPANY.

## History.

Name of common carrier making this report? Philadelphia, Reading & New England Railroad Company. J. K. O. Sherwood, Receiver.

Date of organization? August 1, 1892.

Under laws of what Government, State, or Territory organized? General Railroad Incorporation Laws of the State of New York.

If a consolidated company, name the constituent companies. Merger of the Poughkeepsie Bridge Company, incorporated in New York, May 31, 1871, and the Central New England & Western Railroad Company, formed July 22, 1889, by consolidation of the Hudson Connecting Railroad Company and the Poughkeepsie & Connecticut Railroad Company.

Date and authority for each consolidation? July 22, 1889, and August 1, 1892. Railroad Incorporation Laws of the State of New York.

## Organization.

Names of Directors.	Post-office Address.	Expiration of Term.		
C. TOWER, JR.,	Philadelphia, Pa.,	First	Wed. in Feb'y,	1898.
W. R. TAYLOR,	" "	"	"	"
W. W. GIBBS,	" "	"	"	"
JAMES ARMSTRONG,	New York, N. Y.,	"	"	"
JOHN H. TAYLOR,	Philadelphia, Pa.,	"	"	"
M. A. VIELE,	New York, N. Y.,	"	"	"
ARTHUR BROCK,	Philadelphia, Pa.,	"	"	"
JOHN F. SINNOTT,	" "	"	"	"
JOHN W. BROCK,	" "	"	"	"
CHAS. HARTSHORNE,	" "	"	"	"
W. W. JENKS,	New York, N. Y.,	"	"	"
C. A. MORGAN,	Philadelphia, Pa.,	"	"	"
PIERSON BROWN,	New York, N. Y.,	"	"	"

Total number of stockholders at date of last election? 92.

Date of last meeting of stockholders for election of directors? February 3, 1897.

Post-office address of general office? Receiver's office, 192 Broadway, New York.

Post-office address of operating office? Hartford, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed? H. W. Watson, Auditor, Hartford, Conn.



## Officers.

Title.	Name.	Location of Office.
Receiver,	JAMES K. O. SHERWOOD,	192 Broadway, N. Y.
Cashier,	E. L. SCHUMANN,	" "
General Counsel,	JAMES ARMSTRONG,	" "
Auditor,	H. W. WATSON,	Hartford, Conn.
Chief Engineer,	C. H. EWING,	" "
Superintendent,	W. J. MARTIN,	" "
Assistant Superintendent,	E. M. HUMSTONE,	" "
General Freight Agent,	W. J. MARTIN,	" "
General Passenger Agent,	W. J. MARTIN,	" "
President,	JOHN W. BROCK,	Philadelphia, Pa.
Vice-President,	CHAS. HARTSHORNE,	" "
Secretary,	W. R. TAYLOR,	" "
Treasurer,	W. A. CHURCH,	" "

## Property Operated.

Name of every railroad the operations of which are included in the Income Account (p. 317):

1. Railroad Line represented by Capital Stock: A. Main Line. B. Branches and Spurs. 2. Proprietary Companies whose entire Capital Stock is owned by this Company. 3. Line Operated under Lease for specified sum. 4. Line Operated under Contract, or where the rent is contingent upon earnings or other considerations. 5. Line Operated under Trackage Rights.

Name.	TERMINALS.		Miles of Line for each Road Named.	Miles of Line for each Class of Roads Named.
	From—	To —		
1. Phila., Reading & N. E.,	Ca'bell Hall, N. Y.	Silvernails, N. Y.	57.60	57.60
3. Hartford & Conn. Western,	Hartford, Conn.	Rhinecliff, "	109.75	.....
Dutchess County,	Po'keepsie, N. Y.	Hopewell, "	12.40	123.15
5. Newburg, Dutchess & Conn.,	State Line, N. Y.	Millerton, "	1.25	1.25
Total Mileage operated, . . . . .			181.00	181.00

## Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital Stock:				
Common, .	46,000	\$100.00	\$4,600,000.00	\$4,600,000.00
Preferred, .	20,000	100.00	2,000,000.00	2,000,000.00
Total, . . .	66,000	\$100.00	\$6,600,000.00	\$6,600,000.00

**Capital Stock.—Continued.**

Manner of Payment for Capital Stock.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Reorganization:		
Common, . . . . .	46,000	\$4,600,000
Preferred, . . . . .	20,000	2,000,000
Total, . . . . .	66,000	\$6,600,000

**Funded Debt.**

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash realized on Amount Issued.
	Date of Issue.	When Due.				
First Mortgage,	1892	1942	\$7,250,000	\$6,250,000	\$6,250,000	\$6,250,000
Income Firsts,	1892	1952	1,750,000	1,750,000	1,750,000	1,750,000
Income Sec'ds,	1892	1952	2,100,000	2,100,000	2,100,000	2,100,000
Total:						
Mtge. Bonds, .....			\$7,250,000	\$6,250,000	\$6,250,000	\$6,250,000
Income Bonds, .....			3,850,000	3,850,000	3,850,000	3,850,000
Grand Total, .....			\$11,100,000	\$10,100,000	\$10,100,000	\$10,100,000

**INTEREST.**

Four and five per cent.

**Recapitulation of Funded Debt.**

Class of Debt.	Amount Issued.	Amount Outstanding.
Mortgage Bonds (p. 314), . . . . .	\$6,250,000	\$6,250,000
Income Bonds (p. 314), . . . . .	3,850,000	3,850,000
Total, . . . . .	\$10,100,000	\$10,100,000

## Current Assets and Liabilities.

Cash and Current Assets available for Payment of Current Liabilities.		Current Liabilities accrued to and including June 30, 1897.	
Cash, . . . . .	\$52,573.87	Loans and Bills Payable, P., R. & N. E. R. R. Co.,	\$350,000.00
Due from Agents, . . . .	35,082.79	Audited Vouchers and Ac- counts (\$23,838.95, P., R. & N. E. R. R. Co.), . . .	36,580.56
Due from Solvent Compa- nies and Individuals, . .	18,651.17	Wages and Salaries, . . .	17,497.58
Total Cash and Current Assets, . . . . .	\$106,307.83	Net Traffic Balances due to other Companies (\$292,- 064.02, P., R. & N. E. R. R. Co.), . . . . .	328,559.40
Balance Current Liabilities, .	639,823.48	Rents due July 1st, . . .	10,439.41
		Miscellaneous, . . . . .	3,054.36
Total, . . . . .	\$746,131.31	Total, . . . . .	\$746,131.31

Materials and supplies on hand, \$40,221.86.

## Recapitulation.

a. For mileage owned by road making this report :

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 313),	\$6,600,000.00	\$6,600,000.00	57.60	\$114,583.00
Bonds (p. 314), . . . .	10,100,000.00	10,100,000.00	57.60	175,347.00
Total, . . . . .	\$16,700,000.00	\$16,700,000.00	57.60	\$289,930.00

b. For mileage operated by road making this report (trackage rights ex-  
cluded), the operations of which are included in the Income Account (p. 317):

Name of Road.	Capital Stock.	Funded Debt.,	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Phila., Reading & New England,	\$6,600,000	\$10,100,000	\$16,700,000	57.60	\$289,930
Hartford & Conn. Western, . .	2,706,500	700,000	3,406,500	109.75	31,038
Dutchess County, . . . . .	300,000	350,000	650,000	12.40	52,419
Total, . . . . .	\$9,606,500	\$11,150,000	\$20,756,500	179.75	\$115,474

## Cost of Road, Equipment, and Permanent Improvements.

[Philadelphia, Reading &amp; New England Railroad Company, Receiver.]

Item.	Expenditures during year not included in Operating Expenses, charged to Construction or Equipment.	Total Cost to June 30, 1896.	Total Cost to June 30, 1897.	Cost. Per Mile.
Construction :				
Right of Way, . . . . .	}			
Other Real Estate, . . . . .				
Fences, . . . . .				
Grading, and Bridge and Culvert Masonry, . . . . .				
Bridges and Trestles, . . . . .				
Rails, . . . . .				
Ties, . . . . .				
Other Superstructure, . . . . .				
Buildings, Furniture, and Fixtures, . . . . .		\$15,796,209.77	\$15,796,209.77	
Shop Machinery & Tools, . . . . .				
Engineering Expenses, . . . . .		18,235.26	18,235.26	
Int. during Construction, . . . . .				
Discount on Securities Sold for Construction, . . . . .				
Telegraph Line, . . . . .				
Wharfing, etc., . . . . .				
Sidings and Yard Extensions, . . . . .				
Terminal Facilities and Elevators, . . . . .				
Road Built by Contract, . . . . .				
Purchase of Constructed Road, . . . . .				
Other items, . . . . .				
Total Construction, . . . . .		\$15,814,445.03	\$15,814,445.03	\$274,556.33
Equipment :				
Locomotives, . . . . .	}			
Passenger Cars, . . . . .				
Sleeping, Parlor, and Dining Cars, . . . . .		375,421.97	375,421.97	
Baggage, Express, and Postal Cars, . . . . .		\$9,885.82	142,153.12	152,038.94
Combination Cars, . . . . .				
Freight Cars, . . . . .				
Other Cars of all classes, . . . . .				
Floating Equipment, . . . . .				
Total Equipment, . . . . .		\$9,885.82	\$517,575.09	\$527,460.91
Total Cost Construction, } Equipment, etc., }		\$9,885.82	\$16,332,020.12	\$16,341,905.94
				\$283,713.63



## Income Account.

Gross Earnings from Operation (p. 317), . . . . .	\$647,474.86	
Less Operating Expenses (p. 318), . . . . .	452,297.02	
Income from Operation, . . . . .		\$195,177.84
Total Income, . . . . .		\$195,177.84
Deductions from Income:		
Interest on Interest-bearing Current Liabilities accrued, not otherwise provided for, . . . . .	\$21,000.00	
Rents Paid for Lease of Road (p. 319), . . . . .	84,444.00	
Taxes, . . . . .	35,600.00	
Total deductions from Income, . . . . .		141,044.00
Net Income, . . . . .		\$54,133.84
Surplus from Operations of Year ending June 30, 1897, Surplus on June 30, 1896 [from "General Balance Sheet," 1896 Report], . . . . .		\$54,133.84 39,102.11
Surplus on June 30, 1897 [for entry on "General Balance Sheet" (p. 320)], . . . . .		\$93,235.95

## Earnings from Operation.

Item.	Total Receipts.	Deductions, Acc. of Repay- ments, etc.	Actual Earnings.
Passenger — Passenger Revenue, . . . . .	\$160,123.46		
Less repayments: Tickets redeemed, . . . . .		\$151.36	
Excess Fares refunded, . . . . .		1,119.10	
Total Deductions, . . . . .		\$1,270.46	
Total Passenger Revenue, . . . . .			\$158,853.00
Mail, . . . . .			9,585.84
Express, . . . . .			41,209.80
Milk, . . . . .			17,178.67
Total Passenger Earnings, . . . . .			\$226,827.31
Freight: Freight Revenue, . . . . .	415,089.97		
Less repayments:			
Overcharge to Shippers, . . . . .		2,266.15	
Total Deductions, . . . . .		\$2,266.15	
Total Freight Revenue, . . . . .			\$412,823.82
Total Freight Earnings, . . . . .			412,823.82
Total Pass. and Freight Earnings, . . . . .			\$639,651.13
Other Earnings from Operation:			
Rents not otherwise provided for, . . . . .			7,823.73
Total Other Earnings, . . . . .			\$7,823.73
Total Gross Earnings from Operation, . . . . .			\$647,474.86

## Stocks Owned.

Name.	Total Par Value.	Valuation.
Hartford & Conn. Western Railroad Company,	\$1,390,200.00	\$900,063.00

## Operating Expenses.

Item.	Amount.
<b>Maintenance of Way and Structures:</b>	
Repairs of Roadway, . . . . .	\$52,612.12
Renewals of Ties, . . . . .	21,310.15
Repairs and Renewals of Bridges and Culverts, . . . . .	15,896.99
Repairs and Renewals of Fences, Road Crossings, Signs, and Cattle Guards, . . . . .	1,250.27
Repairs and Renewals of Buildings and Fixtures, . . . . .	6,971.80
Other Expenses, . . . . .	1,459.43
<b>Total,</b>	<b>\$99,500.76</b>
<b>Maintenance of Equipment:</b>	
Repairs and Renewals of Locomotives, . . . . .	29,137.32
Repairs and Renewals of Passenger Cars, . . . . .	6,074.12
Repairs and Renewals of Freight Cars, . . . . .	14,377.89
Repairs and Renewals of Shop Machinery and Tools, . . . . .	785.85
<b>Total,</b>	<b>\$50,375.18</b>
<b>Conducting Transportation:</b>	
Superintendence, . . . . .	6,629.06
Engine and Roundhouse Men, . . . . .	41,764.06
Fuel for Locomotives, . . . . .	65,763.34
Water Supply for Locomotives, . . . . .	4,225.35
Oil, Tallow, and Waste for Locomotives, . . . . .	1,996.30
Train Service, . . . . .	39,766.07
Train Supplies and Expenses, . . . . .	974.88
Switchmen, Flagmen, and Watchmen, . . . . .	9,472.26
Telegraph Expenses, . . . . .	7,678.01
Station Service, . . . . .	44,195.81
Station Supplies, . . . . .	2,395.07
Car Mileage—Balance, . . . . .	22,164.18
Loss and Damage, . . . . .	783.78
Injuries to Persons, . . . . .	9,583.03
Clearing Wrecks, . . . . .	383.96
Advertising, . . . . .	1,773.43
Rents for Tracks, Yards, and Terminals (p. 319), . . . . .	1,000.00
Rents of Buildings and other Property, . . . . .	1,845.00
Stationery and Printing, . . . . .	2,915.36
<b>Total,</b>	<b>\$264,808.95</b>
<b>General Expenses:</b>	
Salaries of General Officers, . . . . .	9,800.00
Salaries of Clerks and Attendants, . . . . .	8,730.00
Insurance, . . . . .	2,274.22
Law Expenses, . . . . .	9,118.01
Stationery and Printing (General Offices), . . . . .	971.75
Other Expenses, . . . . .	6,718.15
<b>Total,</b>	<b>\$37,612.13</b>
<b>Recapitulation of Expenses:</b>	
Maintenance of Way and Structures, . . . . .	99,500.76
Maintenance of Equipment, . . . . .	50,375.18
Conducting Transportation, . . . . .	264,808.95
General Expenses, . . . . .	37,612.13
<b>Grand Total,</b>	<b>\$452,297.02</b>

Percentage of Expenses to Earnings—Entire Line, . . . . . 69856.

**Rentals Paid.****a. Rents paid for lease of road:**

Name of Road.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash.	Total.
Hartford & Conn. Western,	\$35,000.00	\$26,244.00	\$1,000.00	\$62,244.00
Dutchess County, . . .	21,000.00	.....	1,200.00	22,200.00
<b>Total Rents, . . .</b>	<b>\$56,000.00</b>	<b>\$26,244.00</b>	<b>\$2,200.00</b>	<b>\$84,444.00</b>

**b. Rents paid for lease of tracks, yards, and terminals:**

Designation and Situation of Property Leased.	Name of Company owning Property Leased.	Total.
<b>Tracks:</b> State Line and Millerton, N. Y.,	Newburgh, Dutchess & Conn., .	\$1,000.00

**Comparative General Balance Sheet.**

(P., R. &amp; N. E. R. R. Co.)

Total, June 30, 1896.	Assets.	Total, June 30, 1897.	Decrease Year ending June 30, 1897.
\$15,796,209.77	Cost of Road (p. 316), . . . .	\$15,796,209.77	.....
375,421.97	Cost of Equipment (p. 316), . . .	375,421.97	.....
900,063.00	Stocks Owned (p. 317) . . . .	900,063.00	.....
466,747.82	Other Assets turned over to Receiver,	438,904.89	\$27,842.93
544,778.40	Profit and Loss, . . . .	541,807.01	2,971.39
<b>\$18,083,220.96</b>	<b>Grand Total, . . . .</b>	<b>\$18,052,406.64</b>	<b>\$30,814.32</b>

(P., R. &amp; N. E. R. R. Co.)

Total, June 30, 1896.	Liabilities.	Total, June 30, 1897.	Decrease Year ending June 30, 1897.
\$6,600,000.00	Capital Stock (p. 313), . . . .	\$6,600,000.00	.....
10,100,000.00	Funded Debt (p. 314), . . . .	10,100,000.00	.....
1,383,220.96	Current Liabilities turned over to Receiver, . . . .	1,352,406.64	\$30,814.32
<b>\$18,083,220.96</b>	<b>Grand Total, . . . .</b>	<b>\$18,052,406.64</b>	<b>\$30,814.32</b>

## Comparative General Balance Sheet.—Continued.

(Receiver's General Balance Sheet.)

Total, June 30, 1896.	Assets.	Total, June 30, 1897.	Increase Year ending June 30, 1897.	Decrease Year ending June 30, 1897.
\$18,235.26	Construction, . . . .	\$18,235.26	.....	.....
142,153.12	Equipment, . . . .	152,038.94	\$9,885.82	.....
6,216.58	Real Estate, . . . .	7,108.95	892.37	.....
35,072.54	Machinery, Tools, etc., .	35,072.54	.....	.....
19,355.36	Betterments, H. & C. W. R. R., . . . .	22,877.04	3,521.68	.....
61,192.68	Cash and Current Assets,	106,307.83	45,115.15	.....
409,396.21	Bills Prior Receiver, .	409,781.46	385.25	.....
47,723.38	Balance Account Prior Receiver, . . . .	47,723.38	.....	.....
42,542.29	Materials and Supplies, .	40,221.86	.....	\$2,320.43
\$781,887.42	Grand Total, . . . .	\$839,367.26	\$59,800.27	\$2,320.43

(Receiver's General Balance Sheet.)

Total, June 30, 1896.	Liabilities.	Total, June 30, 1897.	Increase Year ending June 30, 1897.
\$742,785.31	Current Liabilities, . . . .	\$746,131.31	\$3,346.00
39,102.11	Profit and Loss, . . . .	93,235.95	54,133.84
\$781,887.42	Grand Total, . . . .	\$839,367.26	\$57,479.84

## Important Changes during the Year.

James K. O. Sherwood was appointed Receiver at date of August 19, 1893, and is operating the road since that date.

## Contracts, Agreements, etc.

Adams Express Company — 40 per cent. of gross receipts accrue to Railroad Company.

Mails. — United States Government — Compensation based on service and weight of mails.

Western Union Telegraph Company own and operate entire telegraph line. Railroad has use of same for railroad business.



## Security for Funded Debt (p. 314).

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.	What Equipment Mortgaged.	What Income or Securities Mortgag'd.
	From —	To —	Miles.			
Mortgaged, . . .	Campbell Hall, N. Y.	Silvernalls, N. Y.	57.60	\$175,347	All.	All.

\* When earned, 5 per cent. on \$1,750,000; 5 per cent. on \$2,100,000.

## Employees and Salaries.

Class.	Num-ber.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General Officers, . . . . .	5	1,825	\$13,760.00	\$7.54
General Office Clerks, . . . . .	10	3,538	8,730.00	2.47
Station Agents, . . . . .	38	14,131	19,817.54	1.40
Other Station Men, . . . . .	38	12,842	17,113.04	1.33
Enginemen, . . . . .	24	5,978	22,792.69	3.81
Firemen, . . . . .	20	5,988	11,905.21	1.99
Conductors, . . . . .	16	5,428	16,207.52	2.99
Other Trainmen, . . . . .	39	12,599	24,348.82	1.93
Machinists, . . . . .	22	7,908	16,254.12	2.06
Carpenters, . . . . .	21	4,829	10,915.91	2.26
Other Shopmen, . . . . .	33	12,323	21,701.89	1.76
Section Foremen, . . . . .	33	11,850	17,968.76	1.52
Other Trackmen, . . . . .	90	28,346	35,163.03	1.24
Switchmen, Flagmen, and Watchmen, . . . . .	14	5,707	9,618.28	1.69
Telegraph Operators and Dispatchers, . . . . .	17	7,142	7,315.54	1.02
All Other Employees and Laborers, . . . . .	34	14,286	24,696.27	1.73
Total (including "General Officers"), . . . . .	454	154,720	\$278,308.62	\$1.80
Less "General Officers," . . . . .	5	1,825	13,760.00	7.54
Total (excluding "General Officers"), . . . . .	449	152,895	\$264,548.62	\$1.73
Distribution of Above:				
General Administration, . . . . .	13	4,633	18,530.00	4.00
Maintenance of Way and Structures, . . . . .	159	52,533	76,132.62	1.45
Maintenance of Equipment, . . . . .	67	23,011	45,813.97	1.99
Conducting Transportation, . . . . .	215	74,543	137,832.03	1.85
Total (including "General Officers"), . . . . .	454	154,720	\$278,308.62	\$1.80
Less "General Officers," . . . . .	5	1,825	13,760.00	7.54
Total (excluding "General Officers"), . . . . .	449	152,895	\$264,548.62	\$1.73
Total (including "General Officers"),— { Entire Line, }	454	154,720	\$278,308.62	\$1.80

## Passenger, Freight, and Train Mileage.

Item.	Tonnage, No. Passengers, No. Trains, Mileage, No. Cars.	REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
No. passengers carried earning revenue, . . . . .	411,147	.....	.....	.....
No. of passengers carried one mile, . . . . .	6,423,777	.....	.....	.....
No. passengers carried one mile per mile of road, . . . . .	35,490	.....	.....	.....
Average distance carried, . . . . .	15.62	.....	.....	.....
Total passenger revenue, . . . . .		158,853	00	.....
Average amt. received from each passenger, . . . . .			38	637
Average receipts per passenger per mile, . . . . .			02	473
Total passenger earnings, . . . . .		226,827	31	.....
Passenger earnings per mile of road, . . . . .		1,253	19	.....
Passenger earnings per train mile, . . . . .			64	865
Freight Traffic:				
No. tons carried of freight earning revenue, . . . . .	553,553	.....	.....	.....
No. of tons carried one mile, . . . . .	38,654,976	.....	.....	.....
No. tons carried one mile per mile of road, . . . . .	213,563	.....	.....	.....
Average distance haul of one ton, . . . . .	69.83	.....	.....	.....
Total freight revenue, . . . . .		412,823	82	.....
Average amt. rec'd for each ton of freight, . . . . .			74	577
Average receipts per ton per mile, . . . . .			01	068
Total freight earnings, . . . . .		412,823	82	.....
Freight earnings per mile of road, . . . . .		2,280	79	.....
Freight earnings per train mile, . . . . .		1	39	131
Passenger and freight:				
Passenger and freight revenue, . . . . .		571,676	82	.....
Pass. and freight revenue per mile of road, . . . . .		3,158	41	.....
Passenger and freight earnings, . . . . .		639,651	13	.....
Pass. and freight earnings per mile of road, . . . . .		3,533	98	.....
Gross earnings from operation, . . . . .		647,474	86	.....
Gross earn'gs from operation per mile of road, . . . . .		3,577	21	.....
Gross earnings from operation per train mile, . . . . .		1	00	165
Operating expenses, . . . . .		452,297	02	.....
Operating expenses per mile of road, . . . . .		2,498	88	.....
Operating expenses per train mile, . . . . .			69	971
Income from operation, . . . . .		195,177	84	.....
Income from operation per mile of road, . . . . .		1,078	33	.....
Train Mileage:				
Miles run by passenger trains, . . . . .	349,691	.....	.....	.....
Miles run by freight trains, . . . . .	296,716	.....	.....	.....
Total mileage trains earning revenue, . . . . .	646,407	.....	.....	.....
Miles run by switching trains, . . . . .	63,057	.....	.....	.....
Miles run by construction and other trains, . . . . .	6,779	.....	.....	.....
Grand Total Train Mileage, . . . . .	716,243	.....	.....	.....
Mileage of loaded freight cars, North or East, . . . . .	2,077,245	.....	.....	.....
Mileage of loaded freight cars, South or West, . . . . .	1,008,622	.....	.....	.....
Mileage of empty freight cars, North or East, . . . . .	352,434	.....	.....	.....
Mileage of empty freight cars, South or West, . . . . .	1,334,089	.....	.....	.....
Average number of freight cars in train, . . . . .	20 18	.....	.....	.....
Average number of loaded cars in train, . . . . .	15.34	.....	.....	.....
Average number of empty cars in train, . . . . .	5.87	.....	.....	.....
Average number of tons of freight in train, . . . . .	143.25	.....	.....	.....
Average No. tons of freight in each loaded car, . . . . .	10.46	.....	.....	.....

Switching trains  $7\frac{1}{2}$  miles per hour.

## Freight Traffic Movement.

Commodity.	Freight Originating on the Road.	Freight Received from Con- necting Roads and other Carriers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
Products of Agriculture :				
Grain, . . . . .	5,940	14,177	20,117	3.63
Flour, . . . . .	1,363	3,703	5,066	.91
Other Mill Products, . . . . .	2,278	8,986	11,264	2.34
Hay, . . . . .	4,135	1,332	5,467	.93
Tobacco, . . . . .	391	140	531	.09
Cotton, . . . . .	233	4,078	4,316	.70
Fruit and Vegetables, . . . . .	6,166	2,436	8,602	1.55
Products of Animals :				
Live Stock, . . . . .	552	1,083	1,635	.29
Dressed Meats, . . . . .	1,028	1,919	2,947	.53
Other Packing-house Products, . . . . .	4	358	362	.05
Poultry, Game, and Fish, . . . . .	32	343	375	.05
Wool, . . . . .	413	1,120	1,533	.28
Hides and Leather, . . . . .	863	4,346	5,209	.94
Products of Mines :				
Anthracite Coal, . . . . .	2,481	231,866	234,347	42.30
Bituminous Coal, . . . . .	.....	54,819	54,819	9.90
Coke, . . . . .	...	1,107	1,107	.20
Ores, . . . . .	10,956	276	11,232	2.00
Stone, Sand, and other like articles, . . . . .	2,694	7,971	10,665	1.92
Products of Forests :				
Lumber, . . . . .	12,218	11,739	23,957	4.32
Charcoal, . . . . .	52	3,626	3,678	.66
Manufactures :				
Petroleum and Other Oils, . . . . .	1,471	784	2,255	.40
Sugar, . . . . .	38	67	105	.01
Iron, Pig and Bloom, . . . . .	8,645	11,519	20,164	3.64
Iron and Steel Rails, . . . . .	784	3,651	4,435	.80
Other Castings and Machinery, . . . . .	1,680	10,447	12,127	2.18
Bar and Sheet Metal, . . . . .	357	3,581	3,938	.70
Cement, Brick, and Lime, . . . . .	23,405	3,202	26,607	4.80
Agricultural Implements, . . . . .	365	24	389	.05
Wagons, Carriages, Tools, etc., . . . . .	3,848	3,413	7,261	1.31
Wines, Liquors, and Beers, . . . . .	688	1,237	1,925	.35
Household Goods and Furniture, . . . . .	531	544	1,075	.18
Merchandise : . . . . .	17,223	6,789	24,012	4.35
Miscellaneous :				
Other commodities not mentioned above, . . . . .	20,142	21,889	42,031	7.59
Total Tonnage — Entire Line, . . . . .	130,981	422,572	553,553	100.00

## Description of Equipment.

Item.	Total No. at end of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Name.	No.	Name.
Locomotives:					
Passenger, . . . .	13	13	Westinghouse	.....	.....
Freight, . . . .	23	19	"	.....	.....
Switching, . . . .	1	4	American	.....	.....
		1	"	.....	.....
Total, . . . .	37	37	.....	.....	.....
Cars in Passenger Service:					
First-class Cars, . .	11	11	Westinghouse	11	Miller
Second-class Cars, .	2	2	"	2	"
Combination Cars, .	4	4	"	4	"
Baggage, Ex. & Postal,	9	9	"	8	"
				1	Thurmond
Total, . . . .	26	26	.....	26	.....
Cars in Freight Service:					
Box Cars, . . . .	160	25	Westinghouse	28	Gould
Flat Cars, . . . .	30	.....	.....	.....	.....
Stock Cars, . . . .	4	.....	.....	.....	.....
Coal Cars, . . . .	264	.....	.....	100	Gould
Other Cars, . . . .	57	.....	.....	.....	.....
Total, . . . .	515	25	.....	128	.....
Cars in Company's Service:					
Derrick Cars, . . .	2	2	Westinghouse	.....	.....
Caboose Cars, . . .	21	.....	.....	.....	.....
Other Road Cars, . .	9	.....	.....	.....	.....
Total, . . . .	32	2	.....	.....	.....
Total Cars in Service, .	573	.....	.....	.....	.....
Total Cars owned, . .	573	.....	.....	.....	.....

17 locomotives and 466 cars leased with H. & Conn. Western R. R. reported as owned by this company.



## Mileage.

## a. Mileage of road operated (all tracks):

Line in Use.	Line Represented by Capital Stock. Main Line.	Line Operated under Lease.	Line Operated under Trackage Rights.	Total Mileage Operated.	Iron Rails.	Steel Rails.
Miles of single track, . .	57.60	122.15	1.25	181.00	.....	179.75
Miles of second track, . .	4.60	.....	.....	4.60	.....	4.60
Miles of yard track and sidings, . . . . .	15.40	26.60	.....	42.00	13.00	29.00
Total Mileage Operated } (all tracks), . . . . }	77.60	148.75	1.25	227.60	13.00	213.35

## b. Mileage of line operated by States and Territories (single track):

State or Territory.	Line Represented by Capital Stock. Main Line.	Line Operated under Lease.	Line Operated under Trackage Rights.	Total Mileage Operated.	Iron Rails.	Steel Rails.
New York, . . . . .	57.60	54.90	1.25	113.75	.....	112.50
Connecticut, . . . . .	.....	67.25	.....	67.25	.....	67.25
Total Mileage Operated } (single track), . . . }	57.60	122.15	1.25	181.00	.....	179.75

## c. Mileage of line owned by States and Territories (single track):

State or Territory.	Line represented by Capital Stock. Main Line.	Total Mileage Owned.	Steel Rails.
New York, . . . . .	57.60	57.60	57.60

## New Ties Laid during Year.

Kind.	Number.	Average Price at Distributing Point.
White Oak and Chestnut, . . . . .	59,195	36 cents.

## Consumption of Fuel by Locomotives.

Locomotives.	Anthracite Coal — Tons.	Bituminous Coal — Tons.	Total Fuel Consumed — Tons.	Miles Run.	Average Pounds Con- sumed per Mile.
Passenger, .	465	9,372	9,837	349,691	56.26
Freight, .	991	17,340	18,331	296,716	123.55
Switching, .	270	2,436	2,706	63,057	85.83
Construction,	25	263	288	6,779	84.96
Total, .	1,751	29,411	31,162	716,243	87.01

Average cost at distributing point: Anthracite coal, \$1.56 ; bituminous coal, \$2.00.

## Accidents to Persons.

Details of Accidents to Persons.	TRAINMEN.		TOTAL.	
	Killed.	Injur'd.	Killed.	Injur'd.
Coupling and uncoupling, . . . . .	..	1	..	1
Other train accidents, . . . . .	..	1	..	1
Total, . . . . .	..	2	..	2

Fireman went under car of train while on siding, and fell asleep, laying across rail. Engineer moved engine and train while the fireman was thus asleep, severely bruising and injuring him.

## Characteristics of Road.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		
			Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.
From—	To—	Miles.			
Campbell Hall	Silvernails,	57.60	88	15.44	42.16
Hartford	Rhinecliff,	109.75	333	49.76	59.99
Poughkeepsie	Hopewell,	12.40	23	3.39	9.01
Total, . . . . .		179.75	444	68.59	111.16

## Characteristics of Road.—(Continued).

## PROFILE.

Length of Level Line.	ASCENDING GRADES.			DESCENDING GRADES.		
	No.	Sum of Ascents.	Aggregate length of Ascending Grades.	No.	Sum of Descents.	Aggregate length of Descending Grades.
Miles.		Feet.	Miles.		Feet.	Miles.
19.57	28	673.9	22.24	19	545.1	15.79
14.50	75	1,941.1	44.95	83	1,969.2	50.30
2 60	8	210.0	5.50	7	154.0	4.30
36.67	111	2,825.0	72.69	109	2,668.3	70.39

## BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Bridges:—Stone,	2	24	..	12	..	12	..
Iron,	90	10,546	3	6	..	6,767	3
Wooden,	120	3,795	4	6	..	255	..
Total,	212	14,365	7	..	..	..	..
Trestles,	58	15,635	7	16	..	1,916	..

## OVERHEAD CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Overhead Highway Crossings: Bridges, . . . . .	15	16	9

GAUGE OF TRACK — 4 feet, 8½ inches ; 57.60 miles.

## Telegraph.

Owned by another company but located on property of road making this report :

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
181	445	Western Union Tel. Co.	Western Union Tel. Co.

## Car Mileage.

Paid or allowed for rolling stock not the property of railroads nor consigned for use by lease:

CARS USED.		COMPENSATION.	
Name of Owner.	Description.	Rate.	Amount.
Atlantic Stone, Coal & Lumber Line, .	Gondola,	6/10	\$13.63
Arms Palace Horse Car Co., . . . .	Horse,	"	9.26
Armour Car Lines, . . . . .	Box,	"	22.95
Armour Car Lines, . . . . .	Refrigerator,	3/4	319.32
American Refrigerator Transit Co., .	"	"	.48
Barney & Smith Car Co., . . . . .	Flat,	6/10	.28
Burton Stock Car Co., . . . . .	Stock,	"	14.55
Brill, J. G. & Co., . . . . .	Flat,	"	36.38
Commerce Despatch Line, . . . . .	Box,	"	49.37
Canada Cattle Car Co., . . . . .	Stock,	"	18.44
Central Equipment Co., . . . . .	Box,	"	2.18
Chicago Refrigerator Car Line, . . . .	Refrigerator,	3/4	2.13
Cutting Car Co., . . . . .	Bark,	6/10	10.23
Continental Fruit Express Co., . . . .	Refrigerator,	3/4	.60
Emery Manufacturing Co., . . . . .	Tank,	"	4.26
Keystone Palace Horse Car Co., . . . .	Horse,	6/10	.23
Keystone Live Stock Express Co., . . .	Stock,	"	.32
Merchants Despatch Transportation Co.,	Box,	"	57.30
Merchants Despatch Transportation Co.,	Refrigerator,	3/4	89.11
Mather Horse & Stock Car Co., . . . .	Horse,	6/10	1.67
Morris & Co., . . . . .	Refrigerator,	3/4	3.02
Pennsylvania & Delaware Oil Co., . . .	Tank,	"	6.38
Street's Western Stable Car Line Co., .	Stock,	6/10	.92
Southwestern Millers' Despatch Co., .	Box,	"	.07
Swift's Refrigerator Line, . . . . .	"	"	1.14
Swift's Refrigerator Line, . . . . .	Refrigerator,	3/4	.24
St. Louis Refrigerator Car Line, . . . .	"	"	.48
Union Refrigerator Transit Co., . . . .	"	"	2.12
Union Tank Line Co., . . . . .	Tank,	"	43.78
Venice Transportation Co, . . . . .	Flat,	6/10	5.21
Total, . . . . .			\$716.05



## Oath.

STATE OF CONNECTICUT, }  
COUNTY OF HARTFORD, } ss.

We, the undersigned, W. J. Martin, Superintendent, and H. W. Watson, Auditor for the Receiver of the Philadelphia, Reading & New England Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

W. J. MARTIN,  
*Superintendent.*

H. W. WATSON,  
*Auditor.*

Subscribed and sworn to before me this 26th day of August, 1897.

FREDERICK E. FULLER,  
*Notary Public.*

# RIDGEFIELD & NEW YORK RAILROAD COMPANY.

## History.

Name of common carrier making this report? Ridgefield & New York Railroad Company.

Date of organization? June 1, 1869.

Under laws of what Government, State, or Territory organized? Connecticut and New York. Chartered by the Legislature of Connecticut, June 7, 1867. Amendments to charter in Connecticut, July 5, 1870; July 6, 1870; July 1, 1874; February 24, 1880; April 2, 1884; February 19, 1896; May 15, 1889; and April 4, 1895.

Chartered by the State of New York, May 6, 1872, Chap. 553, and April 12, 1873, Chap. 207.

## Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
CECIL C. HIGGINS,	New York City,	1st Tuesday of June, 1898.
WILLIAM J. MEAD,	Greenwich, Conn.,	" "
HIRAM K. SCOTT,	Ridgefield, "	" "
RICHARD H. BURDSALL,	Port Chester, N. Y.,	" "
CORNELIUS MEAD,	Greenwich, Conn.,	" "
HIRAM K. SCOTT, JR.,	Ridgefield, "	" "
WILLIAM H. BEERS,	" "	" "
LOUIS L. VALDEN,	" "	" "
GEORGE G. SCOTT,	" "	" "

Total number of stockholders at date of last election. 103.

Date of last meeting of stockholders for election of directors. June 1, 1897.

Post-office address of general office. Ridgefield, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed. Hiram K. Scott, Secretary, Ridgefield, Conn.

## Officers.

Title.	Name.	Location of Office.
Chairman of the Board,	CECIL C. HIGGINS,	New York City.
President,	CECIL C. HIGGINS,	" "
First Vice-President,	WILLIAM J. MEAD,	Greenwich, Conn.
Secretary and Treasurer,	HIRAM K. SCOTT,	Ridgefield, "

## Road Projected. .

Name.	TERMINALS.		Miles of Line for each Road Named.
	From—	To—	
Ridgefield & New York,	Danbury, Conn.,	Port Chester, N. Y.	30.45

## Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common, . . . . .	25,000	\$50.00	\$1,250,000.00	\$251,800.00

Manner of Payment for Capital Stock. .	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash: Common, . . . . .	4,108	\$205,400.00
Issued for stock of delinquent subscribers sold at auction, . . . . .	928	14,300.00
Total, . . . . .	5,036	\$219,700.00

## Recapitulation.

For mileage owned by road making this report :

Account.	Total Amount Outstanding.	AMOUNT PER MILE OF LINE.	
		Miles.	Amount.
Capital Stock (p 331), . . . . .	\$251,800.00	30.45	\$8,269.29

## Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1896.	Total Cost to June 30, 1897.	Cost per Mile.
Construction:			
Right of Way, . . . . .	\$15,980 50	\$15,980.50	\$524.81
Grading, and Bridge and Cul- vert Masonry, . . . . .	154,767.04	154,767.04	5,082.66
Engineering Expenses, . . . . .	15,097.97	15,097.97	495.82
Other items, . . . . .	35,014.65	35,014.65	1,149 90
Total Construction, . . . . .	\$220,860.16	\$220,860.16	\$7,253.19

## Comparative General Balance Sheet.

Total, June 30, 1896.	Assets.	Total, June 30, 1897.
\$220,860.16	Cost of Road (p. 331), . . . . .	\$220,860.16
30,939.84	Profit and Loss, . . . . .	30,939.84
\$251,800.00	Grand Total, . . . . .	\$251,800.00

Total, June 30, 1896.	Liabilities.	Total, June 30, 1897.
\$251,800.00	Capital Stock (p. 331), . . . . .	\$251,800.00

## Oath.

STATE OF CONNECTICUT, }  
COUNTY OF FAIRFIELD, } ss.

We, the undersigned, Cecil C. Higgins, President, and Hiram K. Scott, Treasurer, of the Ridgefield & New York Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

CECIL CAMPBELL HIGGINS,  
*President.*

HIRAM K. SCOTT,  
*Treasurer.*

Subscribed and sworn to before me this 11th day of September, 1897.

HIRAM K. SCOTT, JR.,  
*Notary Public.*



# THE SHEPAUG, LITCHFIELD & NORTHERN RAILROAD COMPANY.

## History.

Name of common carrier making this report? The Shepaug, Litchfield & Northern Railroad Company.

Date of organization? May, 1887.

Under laws of what Government, State, or Territory organized? State of Connecticut, Special Acts, 1887, p. 478; 1889, pp. 847, 1342.

If a consolidated company, name the constituent companies. None.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Chartered as Shepaug Valley Railroad Company, May, 1868, road opened January 1, 1872, reorganized as Shepaug Railroad Company in 1873, and reorganized under present name as above.

## Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
CHARLES P. CLARK,	New Haven, Conn.,	4th Wednesday, Oct., 1897.
JOHN M. HALL,	" " "	" "
WILLIAM ROCKEFELLER,	New York City,	" "
J. PIERPONT MORGAN,	" " "	" "
GEO. MACCULLOCH MILLER,	" " "	" "
WILLIAM E. BARNETT,	New Haven, Conn.,	" "
S. E. MERWIN,	" " "	" "
ALEXANDER MCNEILL,	New York City,	" "
J. DEMING PERKINS,	Litchfield, Conn.,	" "

Total number of stockholders at date of last election? 22.

Date of last meeting of stockholders for election of directors? Fourth Wednesday in October, 1896.

Post-office address of general office? New Haven, Conn.

Post-office address of operating office, Litchfield, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed? Robert T. Bird, Chief Clerk, Litchfield, Conn.

## Officers.

Title.	Name.	Location of Office.
President,	JOHN M. HALL,	New Haven, Conn.
Vice-President,	CHARLES P. CLARK,	" "
Secretary,	WM. E. BARNETT,	" "
Treasurer,	PHILIP P. HUBBARD,	Litchfield, Conn.
Chief Clerk,	ROBERT T. BIRD,	" "
General Manager,	C. H. PLATT,	New Haven, Conn.
Superintendent,	J. E. MARTIN,	Danbury, Conn.
General Freight Agent,	" "	" "
General Passenger Agent,	" "	" "
General Ticket Agent,	" "	" "
General Baggage Agent,	" "	" "
Auditing Committee,	{ JOHN M. HALL, CHARLES P. CLARK, C. H. PLATT,	{ New Haven, Conn.

## Property Operated.

Name of every railroad the operations of which are included in the Income Account:

Name.	TERMINALS.		Miles of Line for each Road Named.	Miles of Line for each Class of Road Named.
	From—	To—		
Shepaug, Litchfield & Northern.	Litchfield, Ct.	Hawleyville, Ct.	32.28	32.28
Bethel Br. of Danbury Div. of the N.Y., N.H. & H. R.R. Co.	Hawleyville, Ct.	Bethel, Ct.	5.95	5.95
Total Mileage. . . . .			38.23	38.23

## Property Leased, or otherwise Controlled for Operation.

A majority of the capital stock of the Shepaug, Litchfield & Northern Railroad Company is owned by the New York, New Haven & Hartford Railroad Company, but this railroad is not leased to or operated by that company. This company operates its own road.

## Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital Stock — Common. . . . .	12,000	\$50.00	\$600,000.00	\$599,850.00
To be issued on surrender of bonds, . . . . .				150.00
Total, . . . . .	12,000	\$50.00	\$600,000.00	\$600,000.00

Manner of Payment for Capital Stock.	Total number Shares issued and outstanding.
*Issued for reorganization: Common, . . . . .	11,997
*To be issued, . . . . .	3
Total, . . . . .	12,000

\* Exchanged for bonds of the Shepaug Valley Railroad Company, \$150.00 of stock for each \$100.00 of bonds.

## Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	INTEREST.	
	Date of Issue.	When Due.		Rate.	When Payable.
First Mortgage, . . .	May 1, 1890	May 1, 1930	\$300,000.00	5 per ct.	May 1 and Nov. 1.

## Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1897.	
Cash, . . . . .	\$18,318.18	Audited Vouchers and Ac- counts, . . . . .	\$964.85
Due from Agents, . . . .	3,136.40	Wages and Salaries, . . .	734.16
Due from Solvent Com- panies and Individuals, . .	36,986.20	Net Traffic Balances due to other Companies, . . .	691.06
Total—Cash and Cur- rent Assets, . . . . .	\$58,440.78	Total—Current Liabili- ties, . . . . .	\$2,390.07
Total, . . . . .	\$58,440.78	Balance, Cash Assets, . .	56,050.71
		Total, . . . . .	\$58,440.78

Materials and Supplies on hand, \$3,588.20.

## Recapitulation.

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 334),	\$600,000.00	\$600,000.00	32.28	\$18,587.36

For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the income account (p. 336):

Name of Road.	Capital Stock.	Total.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
The Shepaug, Litchfield & Northern, . . . .	\$600,000.00	\$600,000.00	32.28	\$18,587.36

NOTE—This Company also operates the Bethel Branch of the Danbury Division of the N. Y., N. H. & H. R. R. Co. — 5.95 miles long.

## Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1896.	Total Cost to June 30, 1897.	Cost per Mile.
Construction :			
Other Real Estate, . . . . .	\$1,101.75	\$1,101.75	\$34.13
Grading, Bridge and Culvert Masonry,	5,860.04	5,860.04	181.54
Rails, . . . . .	8,259.99	8,259.99	255.88
Buildings, Furniture, and Fixtures, .	8,975.94	8,975.94	278.08
Shop Machinery and Tools, . . . .	22.16	22.16	.68
Engineering Expenses, . . . . .	2,467.38	2,467.38	76.43
Sidings and Yard Extensions, . . .	431.52	431.52	13.37
Purchase of Constructed Road in Re- organization, . . . . .	578,000.00	578,000.00	17,905.82
Total Construction, . . . . .	\$605,118.78	\$605,118.78	\$18,745.93
Equipment:			
Locomotives, . . . . .	16,700.00	16,700.00	517.35
Passenger Cars, . . . . .	11,510.81	11,510.81	356.59
Baggage, Express, and Postal Cars, .	500.00	500.00	15.49
Combination Cars, . . . . .	3,000.00	3,000.00	92.94
Freight Cars, . . . . .	13,710.46	13,710.46	424.73
Total Equipment, . . . . .	\$45,421.27	\$45,421.27	\$1,407.10
Total Cost Construction, Equipm't, etc.,	\$650,540.05	\$650,540.05	\$20,153.03

## Income Account.

Gross Earnings from Operation (p. 337), . . . .	\$66,767.38	
Less Operating Expenses (p. 339), . . . . .	55,613.78	
Total Income from Operation, . . . . .		\$11,153.60
Miscellaneous Income—less Expenses (p. 337), . .	\$1,559.61	
Income from Other Sources, . . . . .		1,559.61
Total Income, . . . . .		\$12,713.21
Deductions from Income :		
Rents paid for Lease of Road (p. 339), . . . .	\$1.00	
Taxes, . . . . .	594.65	
Total Deductions from Income, . . . . .		595.65
Net Income, . . . . .		\$12,117.56
Surplus from Operations of Year ending June 30, 1897,		\$12,117.56
Surplus on June 30, 1896 [from "General Balance Sheet," 1896 Report], . . . . .		98,061.40
Surplus on June 30, 1897 [for entry on "General Balance Sheet," (p. 339)], . . . . .		\$110,178.96



## Earnings from Operation.

Item.	Total Receipts.	Deductions, Account of Re- payments, etc.	Actual Earnings.
Passenger:			
Passenger Revenue, . . . . .	\$24,022.76		\$24,022.76
Total Passenger Revenue, . . . . .			2,516.16
Mail, . . . . .			1,914.34
Express, . . . . .			
 Total Passenger Earnings, . . . . .			\$28,453.26
Freight:			
Freight Revenue, . . . . .	38,621.71		
Less Repayments : Overcharge to shippers, . . . . .		\$100.07	
Other Repayments, . . . . .		379.42	
 Total Deductions, . . . . .		\$479.49	
 Total Freight Revenue, . . . . .			\$38,142.22
Demurrage, . . . . .			60 00
 Total Freight Earnings, . . . . .			\$38,202.22
 Total Freight and Passenger Earnings, . . . . .			\$66,655.48
Other Earnings from Operation:			
Telegraph Companies, . . . . .			111.90
 Total Gross Earnings from Operation, . . . . .			\$66,767.38

## Miscellaneous Income.

Item.	Gross Income.	Net Miscellaneous Income.
Rent from Coal and Lumber Yards, . . . . .	\$267.50	\$267.50
Interest on Deposits, . . . . .	1,292.11	1,292.11
 Total, . . . . .	\$1,559.61	\$1,559.61

## Operating Expenses.

Item.	Amount.
Maintenance of Way and Structures :	
Repairs of Roadway, . . . . .	\$17,874.08
Renewals of Rails, . . . . .	69.42
Renewals of Ties, . . . . .	5,211.33
Repairs and Renewals of Bridges and Culverts, . . . . .	1,386.15
Repairs and Renewals of Fences, Road Crossings, Signs, and Cattle Guards, . . . . .	1,253.88
Repairs and Renewals of Buildings and Fixtures, . . . . .	721.17
Repairs and Renewals of Telegraph, . . . . .	12.70
Total,	\$26,528.73
Maintenance of Equipment :	
Superintendence, . . . . .	1,221.12
Repairs and Renewals of Locomotives, . . . . .	892.35
Repairs and Renewals of Passenger Cars, . . . . .	2,280.02
Repairs and Renewals of Freight Cars, . . . . .	868.06
Repairs and Renewals of Shop Machinery and Tools, . . . . .	30.33
Other Expenses, . . . . .	96.93
Total,	\$5,388.81
Conducting Transportation :	
Engine and Roundhouse men, . . . . .	4,623.95
Fuel for Locomotives, . . . . .	4,694.43
Water Supply for Locomotives, . . . . .	194.76
Other Supplies for Locomotives, . . . . .	266.09
Train Service, . . . . .	4,491.48
Train Supplies and Expenses, . . . . .	214.58
Telegraph Expenses, . . . . .	148.66
Station Service, . . . . .	4,244.84
Station Supplies, . . . . .	345.29
Loss and Damage, . . . . .	185.95
Injuries to Persons, . . . . .	60.00
Clearing Wrecks, . . . . .	31.05
Advertising, . . . . .	102.83
Other Expenses, . . . . .	431.68
Total,	\$20,035.59
General Expenses :	
Salaries of General Officers, . . . . .	2,510.70
Salaries of Clerks and Attendants, . . . . .	549.08
General Office Expenses and Supplies, . . . . .	41.75
Stationery and Printing (General Offices), . . . . .	492.85
Other Expenses, . . . . .	66.27
Total,	\$3,660.65

## Operating Expenses.—Continued.

Item.	Amount.
Recapitulation of Expenses :	
Maintenance of Way and Structures, . . . . .	\$26,528.73
Maintenance of Equipment, . . . . .	5,388.81
Conducting Transportation, . . . . .	20,035.59
General Expenses, . . . . .	3,660.65
Grand Total,	\$55,613.78
Percentage of Expenses to Earnings — Entire Line, . . .	83.29

## Rentals Paid.

Rents paid for lease of road :

Name of Road.	Cash.	Total.
Bethel Branch of the Danbury Div. of the N. Y., N. H. & H. R. R. Co., Nominal rent per year, . . . .	\$1.00	\$1.00

## Comparative General Balance Sheet.

Total, June 30, 1896.	Assets.	Total, June 30, 1897.	Increase Year ending June 30, 1897.
\$605,118.78	Cost of Road (p. 336), . . . . .	\$605,118.78	.....
45,421.27	Cost of Equipment (p. 336), . . . . .	45,421.27	.....
48,353.78	Cash and Current Assets (p. 335), . . . . .	58,440.78	\$10,087.00
1,781.15	Materials and Supplies, . . . . .	3,588.20	1,807.05
\$700,674.98	Grand Total, . . . . .	\$712,569.03	\$11,894.05

Total, June 30, 1896.	Liabilities.	Total, June 30, 1897.	Increase Year ending June 30, 1897.	Decrease, Year ending June 30, 1897.
\$600,000.00	Capital Stock (p. 334), . . . . .	\$600,000.00	.....	.....
2,613.58	Current Liabilities (p. 335), . . . . .	2,390.07	.....	\$223.51
98,061.40	Profit and Loss (p. 335), . . . . .	110,178.96	\$12,117.56	.....
\$700,674.98	Grand Total, . . . . .	\$712,569.03	\$11,894.05	.....

## Contracts, Agreements, etc.

Adams Express Company have control of the entire express business of this line at a guaranteed rental of \$2,000 per year.

U. S. Post-office Department.—No contract, revenue based on weight of mails.

The Western Union Telegraph Company owns and maintains the telegraph line, but this company operates said line for an agreed per cent. of the receipts, and is entitled to free use of the wire for railroad business.

The Southern New England Telephone Company.—Contract reads "for the exchange of certain privileges this company is charged half-rates for telephone rentals."

This company operates, since December 11, 1892, a certain piece of track known as the Bethel Branch of the Danbury Division of the New York, New Haven & Hartford Railroad Company, between Hawleyville, Conn., and Bethel, Conn., a distance of 5.95 miles, under contract for the revenue.

## Employees and Salaries.

Class.	Num-ber.	Total No. of Days worked.	Total Yearly Compensation.	Av. Daily Compensation.
General Officers (4 under salary), . . . . .	7	1,248	\$2,510.70	\$2.01
Other Officers, . . . . .	1	318	1,221.12	3.84
General Office Clerks, . . . . .	1	371	549.08	1.48
Station Agents, . . . . .	8	2,968	3,621.70	1.22
Other Station Men, . . . . .	3	1,113	575.05	.52
Enginemen, . . . . .	3	1,007	3,020.17	3.00
Firemen, . . . . .	2	661	1,189.13	1.80
Conductors, . . . . .	2	701	1,921.60	2.74
Other Trainmen, . . . . .	5	1,775	3,143.08	1.77
Machinists, . . . . .	1	318	1,221.12	3.84
Carpenters, . . . . .	1	310	696.14	2.25
Other Shopmen, . . . . .	1	345	551.20	1.60
Section Foremen, . . . . .	6	1,908	3,663.36	1.92
Other Trackmen, . . . . .	32	7,362	11,042.54	1.50
Switchmen, Flagmen, and Watchmen, . . . . .	2	763	1,129.24	1.48
All other Employees and Laborers, . . . . .	37	2,831	3,657.42	1.29
Total (including "General Officers"),	112	23,999	\$39,712.65	\$1.65
Less "General Officers," . . . . .	7	1,248	2,510.70	2.01
Total (excluding "General Officers"),	105	22,751	\$37,201.95	\$1.64
Distribution of above :				
General Administration, . . . . .	7	1,248	2,510.70	2.01
Maintenance of Way and Structures, . . . . .	75	12,305	19,327.15	1.57
Maintenance of Equipment, . . . . .	4	1,087	2,725.75	2.51
Conducting Transportation, . . . . .	26	9,359	15,149.05	1.62
Total (including "General Officers"),	112	23,999	\$39,712.65	\$1.65
Less "General Officers," . . . . .	7	1,248	2,510.70	2.01
Total (excluding "General Officers"),	105	22,751	\$37,201.95	\$1.64
Total (including "General Officers")— Entire Line, . . . . .	112	23,999	\$39,712.65	\$1.65



## Passenger and Freight, and Train Mileage.

Item.	Tonnage, No. Passengers, No. Trains, Mileage, No. Cars.	REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic :				
No. of passengers carried earning revenue, .	30,600			
Number of passengers carried one mile, .	752,432			
No. pass. carried one mile per mile of road, .	19,682			
Average distance carried, .	24.59			
Total passenger revenue (p. 337), .		24,022	76	
Average am't received from each passenger, .			78	5.06
Average receipts per passenger per mile, .			03	1 93
Total passenger earnings (p. 337), .		28,453	26	
Passenger earnings per mile of road, .		744	27	
Passenger earnings per train mile (41,080), .			69	2.63
Freight Traffic :				
No. tons carried of freight earning revenue, .	34,304			
No. tons carried one mile, .	741,618			
No. tons carried one mile per mile of road, .	19,399			
Average distance haul of one ton, .	21.62			
Total freight revenue (p. 337), .		38,142	22	
Average am't received for each ton of freight, .			1 11	1.89
Average receipts per ton per mile, .			05	1.43
Total freight earnings (p. 337), .		38,202	22	
Freight earnings per mile of road, .		999	27	
Freight earnings per train mile (27,391), .			1 39	4.70
Passenger and Freight :				
Passenger and freight revenue (p. 337), .		62,164	98	
Pass. and freight revenue per mile of road, .			1,626	08
Passenger and freight earnings (p. 337), .		66,655	48	
Pass. and freight earnings per mile of road, .			1,743	54
Gross earnings from operation (p. 339), .		66,767	38	
Gross earn'gs from operation per mile of road, .			1,746	47
Gross earnings from operation per train mile, .				97 5.12
Operating expenses (p. 339), .		55,613	78	
Operating expenses per mile of road, .			1,454	72
Operating expenses per train mile, .				81 2.22
Income from operation (p. 337), .		11,153	60	
Income from operat'n per mile of road (68,471), .			291	75
Train Mileage :				
Miles run by passenger trains, .	37,016			
Miles run by freight trains, .	15,201			
Miles run by mixed trains, .	16,254			
Total Mileage Trains Earning Revenue, .	68,471			
Miles run by construction and other trains, .	12,380			
Grand Total Train Mileage, .	80,851			
Mileage of loaded freight cars — North, .	46,567			
Mileage of loaded freight cars — South, .	43,495			
Mileage of empty freight cars — North, .	24,979			
Mileage of empty freight cars — South, .	37,468			
Average number of freight cars in train, .	11.76			
Average number of loaded cars in train, .	5.35			
Average number of empty cars in train, .	6.41			
Average number of tons of freight in train, .	48.73			
Av. No. of tons of freight in each loaded car, .	9.11			

NOTE.—Ten miles per day allowed for freight train switching, and four miles for passenger train switching.

## Freight Traffic Movement.

Commodity.	Freight Originating on this Road.	Freight Received from Connecting Roads and other Carriers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
Products of Agriculture:				
Grain, . . . . .	67	4,392	4,459	13.00
Flour, . . . . .	.....	368	368	1.07
Fruit and Vegetables, . . . . .	298	199	497	1.45
Products of Animals:				
Live Stock, . . . . .	38	216	254	.74
Dressed Meats, . . . . .	63	574	637	1.86
Milk, . . . . .	7,187	.....	7,187	20.95
Products of Mines:				
Anthracite Coal, . . . . .	.....	5,981	5,981	17.44
Stone, . . . . .	6,753	44	6,797	19.81
Products of Forest:				
Lumber, . . . . .	1,746	1,057	2,803	8.17
Manufactures:				
Petroleum and other Oils, . . . . .	.....	238	238	.69
General Manufactures, . . . . .	309	844	1,153	3.36
Cement, Brick, Lime, and Sand, . . . . .	1,452	539	1,991	5.80
Wines, Liquors, and Beers, . . . . .	....	203	203	.59
Merchandise, . . . . .	263	521	784	2.29
Miscellaneous:				
Other commodities not mentioned above, . . . . .	285	667	952	2.78
Total Tonnage, . . . . .	18,461	15,843	34,304	100.00

## Description of Equipment.

Item.	Total No. at end of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Name.	No.	Name.
Locomotives—Owned and Leased :	4				
Passenger, . . . .	2	2	Westinghouse.	.....	.....
Freight, . . . .	2	2	“	.....	.....
Total Locomotives in Serv.,	4	4	.....	.....	.....
Cars—Owned and Leased :	6	...			
In Passenger Service—					
First-class Cars, . . .	3	3	Westinghouse.	3	Miller.
Combination Cars, . . .	2	2	“	2	“
Baggage, Express, and Postal Cars, . . .	1	..	.....	.....	.....
Total, . . . .	6	5	.....	5	.....
In Freight Service :					
Flat Cars, . . . .	32	..	.....	.....	.....
Refrigerator Cars, . . .	*4	.....	.....	4	Miller.
Total, . . . .	36	..	.....	4	.....
In Company's Service :					
Caboose Cars, . . . .	1	.....	.....	.....	.....
Total Cars in Service, .	43	.....	.....	.....	.....
Total Cars Owned, . . .	43	.....	.....	.....	.....

\* Have leader pipes for air engines.

### Mileage.

#### a. Mileage of road operated (all tracks):

Line in Use.	Line Represented by Capital Stock. Main Line.	Line Operated Under Contract, etc.	Total Mileage Operated.	Iron Rails.	Steel Rails.
Miles of single track, . . . .	32.28	5.95	38.23	.....	38.23
Miles of yard track and sidings,	3.33	.93	4.26	4.05	.21
Total, . . . . .	35.61	6.88	42.49	4.05	38.44

#### b. Mileage of line operated by States and Territories (single track):

State or Territory.	Line Represented by Capital Stock. Main Line.	Line Operated under Contract, etc.	Total Mileage Operated.	Steel Rails.
Connecticut, . . . . .	32.28	5.95	38.23	38.23

#### c. Mileage of line owned by States and Territories (single track):

State or Territory.	Line Represented by Capital Stock. Main Line.	Total Mileage Owned.	Steel Rails.
Connecticut, . . . . .	32.28	32.28	32.28

### Renewals of Rails and Ties.

#### NEW RAILS LAID DURING YEAR.

Kind.	Tons.	Weight per Yard.	Average Price per Ton at Distributing Point.
Steel, . . . . .	50.60	72	\$16.00



## NEW TIES LAID DURING YEAR.

Kind.	Number.	Average Price at Distributing Point.
First class, Chestnut and Oak, . . . .	12,606	36.50 cts.
Second class, Chestnut and Oak, . . . .	1,850	20.00 cts.
Total, . . . . .	14,456	34.39 cts.

## Consumption of Fuel by Locomotives.

Locomotives.	Bituminous Coal— Tons.	Soft Wood — Cords.	Fuel— Tons.	Total Fuel Consumed — Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger, . . . .	742.43	7.73	3.87	746.30	37,016	40.32
Freight, . . . .	801.83	8.34	4.17	806.00	31,455	51.25
Construction, . . . .	311.82	3.25	1.62	313.44	12,380	50.64
Total, . . . . .	1856 08	19.32	9.66	1865.74	80,851	46.15
Average Cost at distrib- uting point, . . . .	\$2.44	\$1.00	\$2.00	\$2.44	.....	.....

## Characteristics of Road.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		
From—	To—	Miles.	Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.
Litchfield, Conn.,	Hawleyville, Conn.	32.28	138	14.56	17.72
Hawleyville, "	Bethel, "	5.95	No	available	record.
Total, . . . . .		38.23	.....	.....	..

## PROFILE.

No available record.

Characteristics of Road.—*Continued.*

## BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	No.	AGGREGATE LENGTH.	MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Feet.	Inches.	Feet.	Inches.
Bridges :						
Stone, . . . . .	2	27	13	6	13	6
Iron, . . . . .	12	1,081	26	..	450	.
Stringer, . . . . .	20	366	11	..	43	..
Total, . . . . .	34	1,474	..	..	.....	..
Trestles, . . . . .	4	152	21	..	49	..
Tunnels, . . . . .	1	120	120	..	120	..

## OVERHEAD HIGHWAY CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Bridges, . . . . .	1	17	8

GAUGE OF TRACK—4 feet, 8½ inches; 32.28 miles.

This company has to report, viz.: 56 highway crossings at grade; 2 highway crossings overhead; 4 highway crossings under the track; 3 tresspass crossings; total, 65.

Four put in since road was constructed, viz.: One at Lake Station; 1st and 2d south of New Preston; one at Shepaug.

## Telegraph.

Owned by another company, but located on property of road making this report :

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
38.23	38.23	Western Union Tel. Co.	Western Union Tel. Co.

## Car Mileage.

Paid or allowed for rolling stock not the property of railroads nor consigned for use by lease:

CARS USED.		COMPENSATION.	
Name of Owner.	Description.	Rate.	Amount.
Burton Stock Car Co., . . . . .	Box,	.006	\$1.91
Blue Line, . . . . .	"	"	1.67
Commerce Despatch Line, . . . . .	"	"	2.28
Canadian Pacific Despatch, . . . . .	"	"	.84
Canada Southern Line, . . . . .	"	"	1.22
Merchants Despatch Transportation Co.,	"	"	1.18
Midland Line, . . . . .	"	"	.38
Mather Horse & Stock Car Co., . . . . .	"	"	1.52
National Despatch Line, . . . . .	"	"	1.14
Red Line Transit Co., . . . . .	"	"	2.06
Street's Western Car Stable Line, . . . . .	"	"	.58
White Line Transit Co., . . . . .	"	"	.38
Westmoreland Coal Co., . . . . .	Coal,	"	.31
Vinton Colliery Co., . . . . .	"	"	.42
Venice Transportation Co., . . . . .	Box,	"	.38
Total, . . . . .			\$16.27

## Oath.

STATE OF CONNECTICUT, }  
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, John M. Hall, President, and Robt. T. Bird, Chief Clerk, of the Shepaug, Litchfield & Northern Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

JOHN M. HALL.

*President.*

ROBT. T. BIRD,

*Chief Clerk.*

Subscribed and sworn to before me this 8th day of September, 1897.

A. S. MAY,

*Notary Public.*

# SHORE LINE RAILWAY,

FOR PART OF YEAR, VIZ., JULY 1, 1896, TO MARCH 18, 1897.

## History.

Name of common carrier making this report, Shore Line Railway.

Date of organization, March 15, 1865.

Under laws of what Government, State, or Territory organized? State of Connecticut, May Session, 1864.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized. New Haven & New London Railroad Company, laws of State of Connecticut.

What carrier operates the road of this company? New York, New Haven & Hartford Railroad Company.

## Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
HENRY L. HOTCHKISS,	New Haven, Conn.,	} Elected June 8, 1896. Term of office expired March 18, 1897, by the merging of the Com- pany in the New York, New Haven & Hartford Railroad Company.
WILBUR F. Day,	" "	
*WILLIAM T. BARTLETT,	" "	
ARTHUR D. OSBORNE,	" "	
E. HAYES TROWBRIDGE,	" "	
CHARLES P. CLARK,	" "	
JAMES M. TOWNSEND,	" "	

Total number of stockholders at date of last election? See report for year ending June 30, 1896.

Date of last meeting of stockholders for election of directors? June 8, 1896; merged in New York, New Haven & Hartford Railroad Co., March 18, 1897.

Post-office address of general office, New Haven, Conn.

Post-office address of operating office, New York, New Haven & Hartford Railroad Co., New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed—W. L. Squire, Treasurer, New Haven, Conn.

## Officers.

Title.	Name.	Location of Office.
President,	E. HAYES TROWBRIDGE,	New Haven, Conn.
Vice-President,	CHARLES P. CLARK,	" "
Secretary,	WM. E. BARNET,	" "
Treasurer,	WM. L. SQUIRE,	" "

\* Died, November 17, 1896.



Property Leased, or otherwise Assigned for Operation

Name of railroad the income of which from lease or from other assignment for operation is included in the Income Account (p. 351):

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From --	To --			
Shore Line Railway,	New Haven	New Lond.	N.Y., N.H. & H. R. R.	Perpetual Lease.	49.40

Property Leased, or otherwise Controlled for Operation.

The Shore Line Railway was leased November 1, 1870, to The New York, New Haven & Hartford Railroad Company in perpetuity, at an annual rental of \$100,000, payable to said Shore Line Railway, one-half on first Tuesday in January and one-half on first Tuesday in July of each year.

The Shore Line Railway was merged in The New York, New Haven & Hartford Railroad Company, March 18, 1897.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	10,000	\$100.00	\$1,000,000.00	\$1,000,000.00	*7½ p. ct.	\$75,000.00

\* 3½ per cent. July, 1896, 4 per cent. January, 1897.

Manner of Payment for Capital stock.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash: Common,	628 <sup>452</sup> / <sub>1000</sub>	\$62,845.20
Issued for First Mortgage Bonds of New Haven & New London Railroad Co.,	6,781 <sup>250</sup> / <sub>1000</sub>	
Issued for Increased Valuation of Road,	2,590 <sup>208</sup> / <sub>1000</sub>	
Total,	10,000	\$62,845.20

Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash realized on Amount Issued.
	Date of Issue.	When Due.				
First Mortgage,	1880	1910	\$200,000	\$200,000	\$200,000	\$201,000.00

Funded Debt.—*Continued*.

## INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
4½ per cent.	March and September.	\$9,000.00	\$9,000.00

## Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage Bds. (p. 349),	\$200,000.00	\$200,000.00	\$9,000.00	\$9,000.00

## Current Assets and Liabilities.

Cash and Current Assets available for Payment of Current Liabilities.		Current Liabilities accrued to and including June 30, 1897.	
Cash.	\$520.09	Cash Assets,	\$520.09

## Recapitulation.

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 349),	\$1,000,000.00	\$1,000,000.00	49.40	\$20,243.00
Bonds (p. 349),	200,000.00	200,000.00	49.40	4,049.00
Total.	\$1,200,000.00	\$1,200,000.00	49.40	\$24,292.00

## Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1895.	Total Cost to June 30, 1897.	Cost per Mile.
Total Construction,	\$1,169,496.10	\$1,169,496.10	\$23,674.00

**Income Account.**

Income from lease of road, . . . . .	\$100,000.00	
Total Income, . . . . .		\$100,000.00
Deductions from Income:		
Salaries and Maintenance of Organization, . . . . .	\$158.30	
Interest on Funded Debt accrued (p. 350), . . . . .	9,000.00	
Taxes, . . . . .	17,000 00	
Total Deductions from Income, . . . . .		26,158.30
Net Income, . . . . .		\$73,841.70
Dividends, 7½ per cent., Common Stock (p. 349), . . . . .		75,000.00
Deficit from Operations of Year ending June 30, 1897, . . . . .		\$1,158.30
Deficit on June 30, 1896 [from "General Balance Sheet," 1896 report], . . . . .		28,825.51
Deficit on June 30, 1897 [for entry on "General Balance Sheet"] — (p. 351), . . . . .		\$29,983.81

**Earnings from Operation.**

Included in report of operating company.

**Operating Expenses.**

Included in report of operating company.

**Comparative General Balance Sheet.**

Total, June 30, 1896.	Assets.	Total, June 30, 1897.	Increase Year ending June 30, 1897.	Decrease Year ending June 30, 1897.
\$1,169,496.10	Cost of Road (p. 350), . . . . .	\$1,169,496.10	.....	.....
1,678.39	Cash and Current Assets, . . . . .	520.09	.....	\$1,158.30
28,825.51	Profit and Loss, . . . . .	29,983.81	\$1,158.30	.....
\$1,200,000.00	Grand Total, . . . . .	\$1,200,000.00	\$1,158.30	\$1,158.30

Total, June 30, 1896.	Liabilities.	Total, June 30, 1897.
\$1,000,000.00	Capital Stock (p. 349), . . . . .	\$1,000,000.00
200,000.00	Funded Debt (p. 349), . . . . .	200,000.00
\$1,200,000.00	Grand Total, . . . . .	\$1,200,000.00

**Important Changes during the Year.**

Existence of Shore Line Railway ended on March 18, 1897, by being merged on that date in the New York, New Haven & Hartford Railroad Company.

**Security for Funded Debt.**

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.
	From —	To —	Miles.	
First Mortgage, .	New Haven,	New London.	49.40	\$4,049.00

**Employes and Salaries.**

Class.	Num- ber.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General Officers, . . . .	1	* 243½	\$78.00	\$0.32

\* Part of year.

**Passenger and Freight and Train Mileage.**

Included in report of New York, New Haven & Hartford Railroad Co.

**Freight Traffic Movement.**

Included in report of New York, New Haven & Hartford Railroad Co.

**Description of Equipment.**

Included in report of New York, New Haven & Hartford Railroad Co

**Mileage.**

Mileage of line owned by States and Territories (single track):

State or Territory.	Line Represented by Capital Stock. Main Line.	Total Mileage Owned.	Steel Rails.
Connecticut, . . . . .	49.40	49.40	49.40

**Renewals of Rails and Ties.**

Included in report of New York, New Haven & Hartford Railroad Co.



**Consumption of Fuel by Locomotives.**

Included in report of New York, New Haven &amp; Hartford Railroad Co.

**Accidents to Persons.**

Included in report of New York, New Haven &amp; Hartford Railroad Co.

**Characteristics of Road.**

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		
			Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.
From—	To—	Miles.			
New Haven.	New London.	49.40	59	17.60	31.80

**PROFILE.**

Length of Level Line. Miles.	ASCENDING GRADES.			DESCENDING GRADES.		
	No.	Sum of Ascents. Feet.	Aggregate length of Ascending Grades. Miles.	No.	Sum of Descents. Feet.	Aggregate length of Descending Grades. Miles.
10.56	31	443	18.47	30	464	20.37

**BRIDGES, TRESTLES, TUNNELS, ETC.**

Item.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Bridges:							
Stone,	6	125	..	10	..	45	..
Iron,	45	3,527	7	15	2	1,124	..
Wooden,	6	138	10	10	..	58	..
Total,	57	3,791	5	..	..	..	..
Trestles,	13	4,737	..	85	..	1,522	..
Tunnels,	1	1,200	..	..	..	..	..

Characteristics of Road.—*Continued.*

## HIGHWAY CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Overhead Highway Crossings, . . . . .			
Bridges, . . . . .	27	15	..
Conduits, . . . . .	1	19	6
Total, . . . . .	28	..	..

GAUGE OF TRACK — 4 feet, 8½ inches; 49.40 miles.

## Telegraph.

Owned by another company, but located on property of road making this report:

Miles of Line.	Name of Owner.	Name of Operating Company.
49.40	Western Union Telegraph Co.	Western Union Telegraph Co.

## Oath.

STATE OF CONNECTICUT, }  
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, E. Hayes Trowbridge, President, and W. L. Squire, Treasurer, of the Shore Line Railway Company, on our oath do severally say that the foregoing return has been prepared under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

E. HAYES TROWBRIDGE,

*President.*

W. L. SQUIRE,

*Treasurer.*

Subscribed and sworn to before me this 20th day of September, 1897.

A. S. MAY,

*Notary Public.*

# SOUTH MANCHESTER RAILROAD CO.

## History.

Name of common carrier making this report? South Manchester Railroad Company.

Date of organization? May Session, 1866.

Under laws of what Government, State, or Territory organized? State of Connecticut.

## Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
RALPH CHENEY,	South Manchester, Conn.,	Until successor is appointed.
FRANK CHENEY,	" "	" "
FRANK W. CHENEY,	" "	" "
RICHARD O. CHENEY,	" "	" "

Total number of stockholders at date of last election? 9.

Date of last meeting of stockholders for election of directors? January 25, 1869.

Post-office address of general office? South Manchester, Conn.

Post-office address of operating office? South Manchester, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed? Richard O. Cheney, Secretary and General Manager, South Manchester, Conn.

## Officers.

Title.	Name.	Location of Office.
President,	F. W. CHENEY,	South Manchester, Conn.
Secretary,	RICHARD O. CHENEY,	" "
Treasurer,	CHARLES S. CHENEY,	" "
Attorney or Gen. Counsel,	OLIN R. WOOD,	Manchester "
General Manager,	RICHARD O. CHENEY,	South Manchester, Conn.
Chief Engineer,	GEORGE S. REED,	" "
General Freight Agent,	CHARLES S. CHENEY,	" "

## Property Operated.

Name of every railroad the operations of which are included in the Income Account (p. 357):

Name.	TERMINALS.		Miles of Line for each Road Named.
	From—	To—	
South Manchester Railroad,	South Manchester,	Manchester,	2.25

**Capital Stock.**

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common, . . . . .	400	\$100.00	\$40,000.00	\$40,000.00

Manner of Payment for Capital Stock.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash: Common, . . . . .	400	\$40,000.00

**Current Assets and Liabilities.**

Cash and Current Assets available for Payment of Current Liabilities.	Current Liabilities accrued to and including June 30, 1897.
Current Liabilities, \$19,793.62	Loans and Bills Payable, \$19,793.62

Materials and Supplies on hand, \$2,873.64.

**Recapitulation.**

a. For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 356),	\$40,000.00	\$40,000.00	2.25	\$17,777.77

b. For mileage operated by road making this report (trackage rights excluded) the operations of which are included in the Income Account—(p. 357):

Name of Road.	Capital Stock.	AMOUNT PER MILE OF LINE.	
		Miles.	Amount.
South Manchester Railroad, . . .	\$40,000.00	2.25	\$17,777.77



## Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1896.	Total Cost to June 30, 1897.	Cost per Mile.
Total Construction, . . .	\$83,887.35	\$86,554.02	\$38,468.45
Total Equipment, . . .	25,817.92	25,817.92	11,474.63
Grand Total Cost, . . .	\$109,705.27	\$112,371.94	\$49,943.08

## Income Account.

Gross Earnings from Operation (p. 357), . . .	\$9,932.18
Less Operating Expenses (p. 358), . . .	10,911.33
Deficit, . . .	979.15
Deductions from Income:	
Taxes, . . .	330.74
Deficit, . . .	\$1,309.89
Deficit from Operations of year ending June 30, 1897,	\$1,309.89
Surplus on June 30, 1896 [from "General Balance Sheet," 1896 Report], . . .	\$56,761.85
Surplus on June 30, 1897 [for entry on "General Balance Sheet"—p. 359], . . .	\$55,451.96

## Earnings from Operation.

Item.	Actual Earnings.
Passenger:	
Passenger Revenue, . . .	\$3,316.69
Express, . . .	75.00
Extra Baggage and Storage, . . .	34.30
Total Passenger Earnings, . . .	\$3,425.99
Total Freight Revenue, . . .	6,506.19
Total Passenger and Freight Earnings, . . .	\$9,932.18
Total Gross Earnings from Operation, . . .	\$9,932.18

## Operating Expenses.

Item.	Amount.
<b>Maintenance of Way and Structures:</b>	
Repairs of Roadway, . . . . .	\$1,731.43
Renewals of Rails, . . . . .	255.00
Renewals of Ties, . . . . .	252.00
Repairs and Renewals of Bridges and Culverts, . . . . .	329.93
Repairs and Renewals of Fences, Road Crossings, Signs, and Cattle Guards, . . . . .	180.60
Repairs and Renewals of Buildings and Fixtures, . . . . .	71.20
Heating Roundhouse, . . . . .	50.00
Total,	\$2,870.16
<b>Maintenance of Equipment:</b>	
Repairs and Renewals of Locomotives, . . . . .	180.29
Repairs and Renewals of Passenger Cars, . . . . .	22.22
Repairs and Renewals of Shop Machinery and Tools, . . . . .	6.19
Partially Heating Passenger Cars, . . . . .	22.25
Total,	\$230.95
<b>Conducting Transportation:</b>	
Engine and Roundhouse Men, . . . . .	2,474.86
Fuel for Locomotives, . . . . .	966.28
Oil, Tallow, and Waste for Locomotives, . . . . .	295.63
Train Service, . . . . .	2,105.36
Switchmen, Flagmen, and Watchmen, . . . . .	547 50
Station Supplies, . . . . .	36 00
Stationery and Printing, . . . . .	106.27
Total,	\$6,531.90
<b>General Expenses:</b>	
Salaries of Clerks and Attendants, . . . . .	1,136.56
Insurance, . . . . .	42.68
Other Expenses, . . . . .	99.08
Total,	\$1,278.32
<b>Recapitulation of Expenses:</b>	
Maintenance of Way and Structures, . . . . .	2,870.16
Maintenance of Equipment, . . . . .	230.95
Conducting Transportation, . . . . .	6,531.90
General Expenses, . . . . .	1,278.32
Grand Total,	\$10,911.33

Percentage of Expenses to Earnings — Entire Line. 109.86.

## Comparative General Balance Sheet.

Total, June 30, 1896.	Assets.	Total, June 30, 1897.	Increase, Year ending June 30, 1897.	Decrease, Year ending June 30, 1897.
\$83,887.35	Cost of Road (p. 357),	\$86,554.02	\$2,666.67	.....
25,817.92	Cost of Equipment (p. 357),	25,817.92	.....	.....
3,364.33	Materials and Supplies,	2,873.64	.....	\$490.69
\$113,069.60	Grand Total, . . .	\$115,245.58	\$2,666.67	\$490.69

Total, June 30, 1896.	Liabilities.	Total, June 30, 1897.	Increase, Year ending June 30, 1897.	Decrease, Year ending June 30, 1897.
\$40,000.00	Capital Stock (p. 356)	\$40,000.00	.....	.....
16,307.75	Current Liabilities (p. 356),	19,793.62	\$3,485.87	.....
56,761.85	Profit and Loss, . . .	55,451.96	.....	\$1,309.89
\$113,069.60	Grand Total, . . .	\$115,245.58	\$3,485.87	\$1,309.89

## Employees and Salaries.

Class.	No.	Total No. of Days Worked.	Total Yearly Com- pensation.	Av. Daily Compensation.
Station Agent and Conductor, . . .	1	313	\$1,200 00	\$3.83
Assistant Freight Agent, . . .	1	313	547.75	1.75
Enginemen, . . . . .	2	626	1,878.00	3.00
Firemen, . . . . .	2	626	939 00	1.50
Other Trainmen, . . . . .	2	626	1,017.25	1.62
Section Foremen, . . . . .	1	313	704 25	2.25
Other Trackmen, . . . . .	2	626	1,095.50	1.75
Switchmen, Flagmen, and Watchmen,	1	365	547.50	1.50
Total, . . . . .	12	3,808	\$7,929.25	\$2.08
Distribution of above:				
Maintenance of Way and Structures,	9	939	1,799.75	1.91
Conducting Transportation, . . .	9	2,869	6,129.50	2.13
Total, . . . . .	12	3,808	\$7,929.25	\$2.08

## Passenger, Freight, and Train Mileage.

Item.	Tonnage, No. Passengers, No. Trains, Mileage, No. Cars.	REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
No. of passengers carried earning revenue, . . . . .	78,823	.....	.....	.....
No. of passengers carried one mile, . . . . .	177,352	.....	.....	.....
No. of passengers carried one mile per mile of road, . . . . .	78,823	.....	.....	.....
Average distance carried, . . . . .	2.25	.....	.....	.....
Total passenger revenue (p. 357), . . . . .		3,316	69	.....
Average am't received from each passenger, . . . . .			04	2.08
Average receipts per passenger per mile, . . . . .			01	8.70
Total passenger earnings (p. 357), . . . . .		3,425	99	.....
Passenger earnings per mile of road, . . . . .		1,522	66	2.
Passenger earnings per train mile, . . . . .			23	9.83
Freight Traffic:				
No. tons of freight carried earning revenue, . . . . .	23,864	.....	.....	.....
No. of tons carried one mile, . . . . .	53,694	.....	.....	.....
No. of tons carried one mile per mile of road, . . . . .	23,864	.....	.....	.....
Average distance haul of one ton, . . . . .	2.25	.....	.....	.....
Total freight revenue, . . . . .		6,506	19	.....
Average am't received for each ton of freight, . . . . .			27	2.64
Average receipts per ton per mile, . . . . .			12	1.17
Total freight earnings (p. 357), . . . . .		6,506	19	.....
Freight earnings per mile of road, . . . . .		2,891	64	.....
Freight earnings per train mile, . . . . .		3	17	3.75
Passenger and Freight:				
Passenger and freight revenue, . . . . .		9,822	88	.....
Pass. and freight revenue per mile of road, . . . . .		4,365	72	4.
Passenger and freight earnings (p. 357), . . . . .		9,932	18	.....
Pass. and freight earnings per mile of road, . . . . .		4,414	30	2.
Gross earnings from operation (p. 357), . . . . .		9,932	18	.....
Gross earn'gs from operation per mile of road, . . . . .		4,414	30	2.
Gross earnings from operation per train mile, . . . . .			61	5.57
Operating expenses (p. 358), . . . . .		10,911	33	.....
Operating expenses per mile of road, . . . . .		4,849	48	.....
Operating expenses per train mile, . . . . .			67	6.25
Income from operation (p. 357), (Deficit), . . . . .		1,309	89	.....
Income from operation per mile of road, " . . . . .		582	17	.....
Train Mileage:				
Miles run by passenger trains, . . . . .	14,285	.....	.....	.....
Miles run by freight trains, . . . . .	1,850	.....	.....	.....
Grand Total Train Mileage, . . . . .				
	16,135	.....	.....	.....
Mileage of loaded freight cars—North or East, . . . . .	918	.....	.....	.....
Mileage of loaded freight cars—South or West, . . . . .	2,335	.....	.....	.....
Mileage of empty freight cars—North or East, . . . . .	1,381	.....	.....	.....
Mileage of empty freight cars—South or West, . . . . .		.....	.....	.....
Average number of freight cars in train, . . . . .	6.28	.....	.....	.....
Average number of loaded cars in train, . . . . .	4.41	.....	.....	.....
Average number of empty cars in train, . . . . .	1.87	.....	.....	.....
Average number of tons of freight in train, . . . . .	32.336	.....	.....	.....
Average No. tons of freight in each loaded car, . . . . .	7.33	.....	.....	.....



**Freight Traffic Movement.**  
**[Company's Material Excluded.]**

Commodity.	Freight Originating on this Road.	Freight Re- ceived from Connecting Roads and Other Car- riers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
Miscellaneous: Total Tonnage, . . . . .	1,530	22,334	23,864	.....

Cannot give details of freight.

**Description of Equipment.**

Item.	Total No. at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Name.	No.	Name.
Total Locomotive in Service,	2	2	West. Auto.	.....	
Total Combination Cars,	4	4	West. Auto.	4	Miller.

**Mileage.**

a. Mileage of road operated (all tracks):

Line in Use.	Total Mileage Operated.	New Line Constructed during Year.	Iron Rails.	Steel Rails.
Miles of single track, . . . . .	2.25	.....	.....	2.25
Miles of yard track and sidings, . . . . .	2.33	.61	1.13	1.20
Total mileage operated, . . . . .	4.58	.61	1.13	3.45

**Mileage.**—*Continued.**b.* Mileage of line operated by States and Territories (single track):

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		RAILS.	
	Main Line.	Branches and Spurs.	Iron.	Steel.
Connecticut, . . . . .	2.25	....	....	2.25

**Renewals of Rails and Ties.**

## NEW RAILS LAID DURING YEAR.

Kind.	Tons.	Weight per Yard.	Average price per ton at distributing point.
Steel, . . . . .	105	56 lbs.	\$30.00

## NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Chestnut, . . . . .	1,200	40 cents.

**Consumption of Fuel by Locomotives.**

Locomotives.	Bituminous Coal—Tons.	Total Fuel Consumed— Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger and Freight,	243	243	16,135	30.12

Average price of coal at distributing point, \$4.00.

## Characteristics of Road.

## BRIDGES, TRISTLES, TUNNELS, ETC.

Item.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Bridges: Iron, . . .	2	38	....	18	....	20	....

## OVERHEAD HIGHWAY CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Bridges, . . . . .	1	19	10

GAUGE OF TRACK — 4 feet, 8 $\frac{1}{2}$  inches ; 2.25 miles.

## Telegraph.

Owned by another company, but located on property of road making this report:

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
2.25	6.75	Cheney Brothers.	Cheney Brothers.

## Oath.

STATE OF CONNECTICUT, }  
COUNTY OF HARTFORD, } ss.

We, the undersigned, F. W. Cheney, President, and Charles S. Cheney, Treasurer, of the South Manchester Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company ; that we have carefully examined the same, and declare the same to be a complete and correct statement

of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

F. W. CHENEY,  
*President.*

CHARLES S. CHENEY,  
*Treasurer.*

Subscribed and sworn to before me this 25th day of September, 1897.

RICHARD O. CHENEY,  
*Notary Public.*



# STREET RAILROADS.



# THE BRIDGEPORT TRACTION COMPANY.

## History.

Name of company making this report ? Bridgeport Traction Company.

Date of organization ? July 19, 1893.

Under laws of what State organized ? State of Connecticut.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Bridgeport Horse Railway Company ; East End Railway Company ; Bridgeport Railway Company.

Amendment of charter East End Railway Company, House Joint Resolution No. 541, approved June 28, 1893.

Amendment of charter Bridgeport Horse Railway Company, House Joint Resolution No. 539, approved June 28, 1893.

Amendment of charter consolidation, July 14, 1893.

Incorporating Bridgeport Railway Company, General Assembly, January Session, 1893 [621].

## Name and Address of Principal Officers.

President,	ANDREW RADEL,	Bridgeport, Conn.
Vice-President,	HENRY M. DOREMUS,	Newark, N. J.
General Manager,	ANDREW RADEL,	Bridgeport, Conn.
Superintendent,	ANDREW RADEL,	" "
Treasurer,	WILLIAM SCHEERER,	Newark, N. J.
Corporation Clerk,	T. L. WATSON,	Bridgeport, Conn.

## Name and Residence of Directors Last Elected.

ANDREW RADEL, .	. . . .	Bridgeport, Conn.
HENRY M. DOREMUS, .	. . . .	Newark, N. J.
WILLIAM SCHEERER, .	. . . .	" "
THOMAS L. WATSON, .	. . . .	Bridgeport, Conn.
UZAL H. MCCARTER, .	. . . .	Newark, N. J.
ROBERTSON WARD, .	. . . .	" "
GOTTFRIED KRUEGER, .	. . . .	" "
HENRY LETZER, JR., .	. . . .	Bridgeport, Conn.
S. W. BALDWIN, .	. . . .	" "
D. F. READ, .	. . . .	" "
F. N. BENHAM, .	. . . .	" "

## General Information.

### CAPITAL STOCK.

Capital stock authorized by charter, . . . .	\$2,000,000.00
Capital stock authorized by vote of company, . . . .	2,000,000.00
Capital stock issued, 20,000 full shares of \$100 each, . . . .	2,000,000.00

Stock issued for stock of other corporations: On consolidation,  
 East End Railway Company, Bridgeport Horse Railway Com-  
 pany, Bridgeport Railway Company, . . . . . \$2,000,000.00  
 Amount of stock held in Connecticut, . . . . . 517,400.00  
 Number of stockholders residing in Connecticut, 11.  
 Whole number of stockholders, 39.

## BONDS OR FUNDED DEBT.

First mortgage due, July 1, 1893, to July 1, 1923.  
 Amount of authorized issue, . . . . . \$2,000,000.00  
 Amount issued, . . . . . 2,000,000.00  
 Amount outstanding, . . . . . 1,683,000.00  
 Cash realized on amount issued, . . . . . 1,442,040.00  
 Interest — Rate, 5 per cent.  
 When payable — Semi-annually.  
 Amount accrued during year, . . . . . 84,150.00  
 Amount paid during year: July 1, 1897, \$42,075; January 1,  
 1897, \$42,075, . . . . . 84,150.00

## Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during Year not included in Operating Expenses, charged to Construction or Equipment.	Total Cost to Sept. 30, 1896.	Total Cost to Sept. 30, 1897.	Cost per Mile.
Construction:				
Other real estate, . . . . .		\$10,500.00	\$10,500.00	
Rails, . . . . .		186,026.17	186,026.17	
Ties, . . . . .		25,703.32	25,703.32	
Other superstructure, . . . . .		8,156.69	8,156.69	
Buildings, furniture, and fixtures, . . . . .	\$673.38	27,927.86	28,601.24	
Shop machinery and tools, . . . . .	109.50	1,441.36	1,550.86	
Engineering expenses, . . . . .	474.30	5,643.88	6,118.18	
Int. during construction, . . . . .		18,832.00	18,832.00	
Discount on securities sold for construction, . . . . .		240,960.00	240,960.00	
Sidings and extensions, . . . . .		33,400.00	33,400.00	
Vitrified brick pavement between tracks, . . . . .	12,844.33		12,844.33	
Purchase of constructed road, stock, and cash, . . . . .		2,331,180.89	2,331,180.89	
Track construction, . . . . .	6,199.80	351,455.68	357,655.48	
Line construction,* . . . . .	2,792.53	110,127.87	112,920.40	
New electric power station building, including ma- chinery, etc., . . . . .		127,453.96	127,453.96	
Freight, carting, etc., . . . . .		854.00	854.00	
General expense account, . . . . .	6,610.79	97,779.00	104,389.79	
Total Construction, . . . . .	\$29,704.63	\$3,577,442.68	\$3,607,147.31	\$ 74,221.13

\* To include poles, wiring, feeder wires, etc.



Cost of Road, Equipment, and Permanent Improvements.— *Continued.*

Item.	Expenditures during Year not included in Operating Expenses, charged to Construction or Equipment.	Total Cost to Sept. 30, 1896.	Total Cost to Sept. 30, 1897.	Cost per Mile.
Equipment :				
Motors and passenger cars,	\$6,559.26	\$215,031.04	\$221,590.30	.....
Other cars of all classes, sweepers, plows, etc.,	.....	7,266.25	7,266.25	.....
Telephone construction,	.....	465.42	465.42	.....
Total Equipment, .	\$6,559.26	\$222,762.71	\$229,321.97	\$4,718.55
Grand Total Cost Construction, Equipment, etc., }	\$36,263.89	\$3,800,205.39	\$3,836,469.28	\$78,939.68

## Earnings and Expenses.

## STATEMENT OF GROSS EARNINGS.

From passenger transportation,	.....	\$308,978.55
From advertising space in cars,	.....	2,303.00
From Avon Park,	.....	339.93
Total gross earnings,	.....	\$311,671.48

## STATEMENT OF OPERATING EXPENSES.

For repairs of road bed and track,	.....	\$1,798.90
For repairs of buildings and fixtures,	.....	1,244.17
For repairs of electric line construction,	.....	1,610.71
For removal of snow and ice,	.....	2,697.31
For repairs of cars and electric equipment,	.....	13,850.76
For harnesses, horse-shoeing, stable expenses, veterinary care, provender, hay, etc.,	.....	1,472.49
For electric motive power,	.....	20,773.94
For wages and compensation of persons employed in conducting transportation,	.....	88,258.35
For damages, losses, and gratuities to persons,	.....	11,406.77
For damages, losses, and gratuities to property,	.....	247.54
For salaries and wages not included above,	.....	10,492.04
For other operating expenses :		
General expenses,	.....	\$6,423.10
Rent account,	.....	481.50
Legal expenses,	.....	3,950.84
Printing and stationery,	.....	1,194.60
Interest account,	.....	1,727.92
Fire insurance,	.....	2,597.86
Telephone and telegraph,	.....	484.96
Office furniture,	.....	100.00
Advertising,	.....	191.32—
Total operating expenses,	.....	171,005.08
Net earnings,	.....	\$140,666.40

**Total Receipts and Expenditures.****STATEMENT OF RECEIPTS FROM ALL SOURCES.**

Cash on hand at date of last report, . . . . .	\$34,429.30
Bills and accounts receivable at date of last report, . . . . .	1,690.68
Receipts from gross earnings as stated (passenger), . . . . .	308,978.55
Receipts from other sources :	
Avon Park, . . . . .	389.93
Advertising, . . . . .	2,308.00
Accident fund account, . . . . .	14,954.19

Total, . . . . . \$362,745.65

**STATEMENT OF TOTAL EXPENDITURES.**

For operating expenses, . . . . .	\$171,005.08
For taxes, . . . . .	17,521.40
For interest on bonds, . . . . .	84,150.00
For dividends — No. 1 ; rate per cent., 1 ; date when paid, August 1, 1897, . . . . .	20,000.00
For construction account, . . . . .	36,263.89
Bills and accounts receivable this date, . . . . .	1,273.76
Cash on hand to balance, . . . . .	32,531.52

Total, . . . . . \$362,745.65

**Comparative General Balance Sheet.**

Total, Sept. 30, 1896.	Assets.	Total, Sept. 30, 1897.	Increase Year ending Sept. 30, 1897.	Decrease Year ending Sept. 30, 1897.
\$3,577,442.68	Construction account, . . . . .	\$3,607,147.31	\$29,704.63	.....
222,762.71	Equipment account, . . . . .	229,321.97	6,559.26	.....
1,690.68	Accounts receivable, . . . . .	1,273.76	.....	\$416.92
34,429.40	Cash on hand, . . . . .	32,531.52	.....	1,898.08
\$3,836,325.47	Total, . . . . .	\$3,870,274.56	.....	.....

Total, Sept. 30, 1896.	Liabilities.	Total, Sept. 30, 1897.	Increase Year ending Sept. 30, 1897.	Decrease Year ending Sept. 30, 1897.
\$2,000,000.00	Capital stock, . . . . .	\$2,000,000.00	.....	.....
1,683,000.00	Bonds payable, or funded debt, . . . . .	1,683,000.00	.....	.....
20,000.00	Bills payable, or unfunded debt, . . . . .	30,000.00	.....	.....
10,099.55	Accounts payable, . . . . .	4,531.94	.....	\$5,567.61
20,414.60	Accrued interest on bonds, . . . . .	21,037.50	\$622.90	.....
14,687.86	Accident fund, . . . . .	24,278.80	9,590.94	.....
60,114.40	Profit and loss, . . . . .	72,735.50	12,621.10	.....
28,009.06	Profit July 1, 1896, to date, \$48,423.66 ; less accrued in- terest on bonds, \$20,414.60, Profit July 1, 1897, to date, \$55,728.32 ; less accrued in- terest on bonds, \$21,037.50,	.....	.....	.....
		34,690.82	6,681.76	.....
\$3,836,325.47	Total, . . . . .	\$3,870,274.56	.....	.....

**Inventory of Equipment September 30, 1897.**

Number of enclosed cars owned, . . . . .	53
Equipped with electric motors, . . . . .	46
Number of open cars owned, . . . . .	51
Equipped with electric motors, . . . . .	20
Number of electric motors owned, 65 (G. E. 800) ; 17 (Wp. 50), . . . . .	82 sets
Number of electric cars equipped with fenders, . . . . .	65
Number of electric snow-plows owned, . . . . .	7
Number of horses owned, . . . . .	6
Number of harnesses (pairs of), . . . . .	7
Number of other vehicles (2 emergency wagons, 2 light carriages, 2 track wagons), . . . . .	6
Other articles of equipment, viz.:	
Double carts, . . . . .	2
Sprinkler, . . . . .	1
Sweepers, . . . . .	2

**Amount of Business, Etc.**

Total number of miles run during the year, . . . . .	1,805,412
Total number of passengers carried during the year, . . . . .	5,922,033
Total number of round trips for the year, . . . . .	268,996
Number of persons regularly employed by the company, . . . . .	200
Rates of fare, . . . . .	5 and 10 cents.

**Description of Road Owned and Operated.**

Length of railway owned, measured as single track, exclusive of sidings, switches, etc., . . . . .	48.60 miles.
Aggregate length of sidings, switches, etc., . . . . .	1.20 miles.
Total length of railway owned, measured as single track, including sidings, switches, etc., . . . . .	49.80 miles.
Aggregate length of track owned which is paved, . . . . .	43.00 miles.
*Length of railway operated wholly by electric power, . . . . .	All.

Description of rail used, and weight per yard : Tee and Girder rails, 70 and 90 lbs.

Name of overhead electric system adopted, and whether single or double trolley, . . . . . Single.

Average speed and maximum speed at which electric cars are run, . . . . . 8 miles.

Description of the several railway lines owned and operated by this company :

Southport Division — Railroad station, via Fairfield Avenue, to Fairfield and Southport direct.

Barnum Avenue Division — Hospital Hill, Barnum Avenue, via Noble Avenue, East Washington Avenue, Main Street, to railroad station, Fairfield Avenue, Main Street, State Street, to junction of State Street and Fairfield Avenue.

Oak Street Division — Oak Street and North Avenue, via Jones Avenue, Pequonnock Street, Congress Street, Main Street, to railroad station, Fairfield Avenue, Main Street, State Street, Park Avenue, to Seaside Park (terminus).

\* Measured as single track, exclusive of sidings, switches, etc.

Stratford Avenue Division — Lower Bridge, Stratford Avenue, to Washington Bridge and Paradise Green, Stratford, direct.

South Seaview Avenue Division — Lower Bridge, Stratford Avenue, to Seaview Avenue, to terminus of street.

Beardsley Park Division — Cemetery and Brooklawn, via North Avenue, Park Avenue, State Street, Main Street, Congress Street, William Street, East Washington Avenue, Noble Avenue, to Beardsley Park.

Main Street Division — Seaside Park, Main Street, to railroad station, to Main Street, to North Avenue terminus (Loñield's store).

East Main Street Division — Lower Bridge, Stratford Avenue, to East Main Street direct, to Old Mill Green.

#### List of All Accidents during the Year ending September 30, 1897.

	FROM CAUSES BEYOND THEIR OWN CONTROL		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . .	..	..	1	24	1	24
Employes, . . . .	..	..	..	1	..	1
Other persons, . . . .	..	8	..	16	..	24
Total, . . . .	..	8	1	41	1	49

#### Statement of Each Accident.

June 5, 1897. W. B. Burgess boarded Main Street car at State Street, corner Main Street, and attempted to get off car at Whiting Street, without notifying conductor. Our conductor saw what passenger intended doing, and warned him not to jump, but wait until car stopped, conductor having signalled motorman to stop in the meanwhile. Passenger paid no heed to warning, and jumped off car before it stopped, striking on his head. He was removed to the hospital, and died. At coroner's inquest our company was exonerated from all blame.

The other accidents, as reported above, are of trifling nature, and consist of bruises, strains, and slight injuries.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

ANDREW RADEL,  
*President.*

WILLIAM SCHEERER,  
*Treasurer.*



STATE OF CONNECTICUT,  
BRIDGEPORT, FAIRFIELD COUNTY, } ss.

October 30, 1897.

Then personally appeared the above-named Andrew Radel, president of the Bridgeport Traction Company, and made oath that the foregoing certificate, by him subscribed, is true, to the best of his knowledge and belief. Sworn before me, this 30th day of October, 1897.

GUSTAV KEHRER, *Notary Public.*

NEW JERSEY, }  
ESSEX COUNTY, } ss.

Be it remembered that on this 30th day of October, 1897, personally appeared before me the above-named William Scheerer, who, being duly sworn according to law, saith that he is the treasurer of the Bridgeport Traction Company, and that the statement signed by him is true, as above set forth, to the best of his knowledge and belief. Subscribed and sworn to before me on the day and year above written.

JULIUS STAPFF, *Notary Public.*

# THE BRISTOL & PLAINVILLE TRAMWAY COMPANY.

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## History.

Name of company making this report? The Bristol & Plainville Tramway Company.

Date of organization? September 21, 1893.

Under laws of what State organized? State of Connecticut.

## Corporate Name and Address of the Company.

The Bristol & Plainville Tramway Company, Bristol, Conn.

## Name and Address of Principal Officers.

President, <sup>1</sup>	C. S. TREADWAY,	Bristol, Conn.
Vice-President,	N. E. PIERCE,	" "
General Manager,	G. E. COCKINGS,	" "
Superintendent,	G. E. COCKINGS,	" "
Treasurer,	M. L. TIFFANY,	" "
Secretary,	A. J. MUZZY,	" "

## Name and Residence of Directors Last Elected.

C. S. TREADWAY,	.	.	.	.	.	Bristol, Conn.
N. E. PIERCE,	.	.	.	.	.	" "
J. H. SESSIONS,	.	.	.	.	.	" "
A. J. MUZZY,	.	.	.	.	.	" "
M. L. PECK,	.	.	.	.	.	" "
W. A. INGRAHAM,	.	.	.	.	.	" "
W. S. INGRAHAM,	.	.	.	.	.	" "
O. F. STRUNZ,	.	.	.	.	.	" "
E. N. PIERCE,	.	.	.	.	.	Plainville, Conn.

## General Information.

### CAPITAL STOCK.

Capital stock authorized by charter,	.	.	.	.	\$1,000,000.00
Capital stock authorized by vote of company,	.	.	.	.	100,000.00
Capital stock issued, 1,000 full shares of \$100 each,	.	.	.	.	100,000 00
Stock issued for cash,	.	.	.	.	100,000.00
Amount of stock held in Connecticut,	.	.	.	.	98,000.00
Number of stockholders residing in Connecticut,	38.				
Whole number of stockholders,	39.				

## BONDS OR FUNDED DEBT.

First mortgage (30 years) due, November 1, 1925.

Amount of authorized issue, . . . . . \$200,000.00

Amount issued, . . . . . 125,000.00

Amount outstanding, . . . . . 125,000.00

Cash realized on amount issued, . . . . . 123,907.48

Interest—Rate, 5 per cent.

When payable—May 1st and November 1st.

Amount accrued during year, . . . . . 6,175.55

Amount paid during year, . . . . . 5,779.72

## Cost of Road, Equipment, and Permanent Improvements.

Item.	EXPENDITURES DURING YEAR.		Total Cost to September 30, 1896.	Total Cost to September 30, 1897.	Cost Per Mile.
	Included in operating expenses.	Not included in operating expenses, charged to construction or equipment.			
Construction:					
Right of way, . . . . .		\$75.00	\$6,396.75	\$6,471.75	\$878.16
Other real estate, . . . . .			4,100.00	4,100.00	556.33
Fences, . . . . .			1,432.94	1,432.94	194.43
Grading, and bridge and culvert masonry, . . . . .			27,537.54	27,537.54	3,736.59
Bridges and trestles, . . . . .			1,355.33	1,355.33	183.91
Rails, . . . . .			35,954.20	35,954.20	4,878.65
Ties, . . . . .			4,222.80	4,222.80	573.00
Shop machinery and tools, . . . . .		41.49	328.00	369.49	50.12
Engineering expenses, . . . . .			4,282.09	4,282.09	581.04
Sidings and extensions, . . . . .			726.71	726.71	98.61
*New electric line construction, †New electric power station build- ing, including machinery, etc., . . . . .	\$2,530.68	6,053.40	112,415.49	118,468.89	16,075.13
Other new buildings necessary for operation of railway, . . . . .			1,728.01	1,728.01	234.48
Other items, . . . . .			6,560.25	6,560.25	890.17
Total Construction, . . . . .	\$2,530.68	\$6,169.89	\$218,545.82	\$224,715.71	\$30,491.84
Equipment:					
Passenger cars, . . . . .			17,496.98	17,496.98	2,374.18
Electric equipment of same, . . . . .			9,848.14	9,848.14	1,336.30
Tower wagon, . . . . .			135.50	135.50	18.39
Total Equipment, . . . . .			\$27,480.62	\$27,480.62	\$3,728.87
Total cost construction, equipment, . . . . .			\$246,026.44	\$252,196.33	\$34,220.71

\* To include poles, wiring, feeder lines, etc.

† Item includes entire electric lighting plant.

**Earnings and Expenses.****STATEMENT OF GROSS EARNINGS.**

From passenger transportation, . . . . .	\$38,837.91
From other sources:	
Income electric light department, . . . . .	23,571.40
Advertising, . . . . .	275.00
Ticket sales, . . . . .	35.00
Total gross earnings, . . . . .	<u>\$62,719.31</u>

**STATEMENT OF OPERATING EXPENSES.**

For repairs of road-bed and track, . . . . .	\$2,073.71
For repairs of buildings and fixtures, . . . . .	124.98
For repairs of electric line construction, . . . . .	464.74
For removal of snow and ice, . . . . .	170.07
For repairs of cars, . . . . .	1,632.61
For repairs of electric equipment of cars, . . . . .	199.52
For band-stand at Lake Compounce, . . . . .	169.00
For attractions at Lake Compounce, . . . . .	745.25
For legal expenses, . . . . .	645.54
For electric motive power, . . . . .	5,241.23
For wages and compensation of persons employed in conducting transportation, . . . . .	11,537.36
For damages, losses, and gratuities to persons, . . . . .	25.00
For insurance, . . . . .	909.15
For salaries and wages not included above, . . . . .	1,450.00
For operation of electric lighting department, . . . . .	13,153.89
For other operating expenses:	
Transportation supplies, . . . . .	\$823.18
Sundry expenses, . . . . .	743.37
Betterments, . . . . .	<u>3,160.59</u>
	4,727.14
Total operating expenses, . . . . .	<u>43,269.19</u>
Net earnings, . . . . .	<u>\$19,450.12</u>

**Statement of the Cost of Betterments Charged to Operating Expense] Account.**

New Generator, . . . . .	\$2,530.78
Office furniture, . . . . .	629.81

**Total Receipts and Expenditures.****STATEMENT OF RECEIPTS FROM ALL SOURCES.**

Cash on hand at date of last report, . . . . .	\$2,147.17
Bills and accounts receivable at date of last report, . . . . .	3,138.71
Receipts from gross earnings as stated, . . . . .	62,719.31
Receipts from sale of bonds, . . . . .	18,810.00
Receipts from other sources, . . . . .	<u>5,887.76</u>
Total, . . . . .	<u>\$92,702.95</u>



STATEMENT OF TOTAL EXPENDITURES.

For operating expenses as stated,	\$43,269.19
For taxes,	1,924.40
For interest,	7,237.22
For dividends—number, 2; rate per cent., 3; date when paid, February 1 and August 2, 1897,	6,000.00
For construction account,	6,169.89
For any other purposes:	
Bills payable,	20,000.00
Miscellaneous,	3,515.35
Bills and accounts receivable this date,	2,937.32
Cash on hand to balance,	1,649.58
Total,	\$92,702.95

Comparative General Balance Sheet.

Total, Sept. 30, 1896.	Assets.	Total, Sept. 30, 1897.	Increase Year ending Sept. 30, 1897.	Decrease Year ending Sept. 30, 1897.
\$218,545.82	Construction account,	\$224,715.71	\$6,169.89	
27,480.62	Equipment account,	27,480.62		
620.31	Office furniture,			\$620.31
727.23	Materials on hand,	1,200.67	473.44	
3,138.71	Accounts receivable,	2,937.32		201.39
2,147.17	Cash on hand,	1,649.58		497.59
\$252,659.86	Total,	\$257,983.90	\$6,643.33	\$1,319.29

Total, Sept. 30, 1896.	Liabilities.	Total, Sept. 30, 1897.	Increase Year ending Sept. 30, 1897.	Decrease Year ending Sept. 30, 1897.
\$100,000.00	Capital stock,	\$100,000.00		
106,000.00	Bonds payable or funded debt,	125,000.00	\$19,000.00	
30,000.00	Bills payable or unfunded debt,	10,000.00		\$20,000.00
3,041.91	Accounts payable,	5,267.45	2,225.54	
13,617.95	Profit and loss,	17,716.45	4,098.50	
\$252,659.86	Total,	\$257,983.90	\$25,324.04	\$20,000.00

Inventory of Equipment, September 30, 1897.

Number of enclosed cars owned,	5
Equipped with electric motors,	5
Number of open cars owned,	8
Equipped with electric motors,	6
Number of electric motors owned,	24
Number of electric snow-plows owned,	1
Number of horses owned,	1
Number of harnesses (pairs of),	1
Number of other vehicles: 1 tower wagon; 1 road cart.	

**Amount of Business, etc.**

Total number of miles run during the year, . . . . .	209,621
Total number of passengers carried during the year, . . . . .	786,019
Total number of round trips for the year, . . . . .	22,632
Number of persons regularly employed by the Company, . . . . .	30
Rates of fare—5 and 10 cent fares; 4 cents commutation fare; and 3 cents school fare.	

**Description of Road Owned and Operated.\***

Length of railway owned, measured as single track, exclusive of sidings, switches, etc., . . . . .	7.3697 miles.
Aggregate length of sidings, switches, etc., . . . . .	.3789 "
Total length of railway owned, measured as single track, including sidings, switches, etc., . . . . .	7.7486 "
Aggregate length of track owned which is paved, . . . . .	3.1607 "
*Total length of railway operated, whether owned by this or other companies, . . . . .	7.3697 "
*Length of railway operated wholly by electric power, . . . . .	7.3697 "
Description of rail used, and weight per yard: 4½ inch Tee, 55 pounds; 6 inch Tee, 60 pounds.	
Name of overhead electric system adopted, and whether single or double trolley: General electric, single trolley.	
Average speed and maximum speed at which electric cars are run: 6 miles borough limits; 12 miles country roads.	
Description of the several railway lines owned and operated by this Company: From corner of Maple and North streets, Bristol, through North street to North Main street, thence to Main street, thence to Riverside avenue, thence to Middle street, thence to Pine street, through Pine street and Company property to Broad street, thence to Main street, Forestville, thence to Forestville avenue, in the town of Plainville, thence to West Main street, Plainville, and through West Main street to terminus at the crossing of the New Haven & Northampton Company. Also, branch line from junction of Pine and Middle streets, through Middle street to Lake avenue, and thence to Lake Compounce.	

**List of all Accidents during the Year ending September 30, 1897.**

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passenger, . . . . .	..	..	..	..	..	..
Employees, . . . . .	..	..	..	1	..	1
Other persons, . . . . .	..	..	..	5	..	5

\* Measured as single track, exclusive of sidings, switches, etc.

## Statement of Each Accident.

January 30, 1897. Horace Miller drove horse into snowdrift on North Main street, and overturned sleigh; was thrown against forward end step, and badly bruised.

February 27, 1897. Charles Johnston, walking along track on West Main street, Plainville, fell against side of car and was knocked down, sustaining scalp wound and bruises.

May 1, 1897. J. M. Todd, deaf, walking on track through right of way near Broad street, was struck by car; face scratched and badly bruised.

July 23, 1897. J. M. Todd, deaf, attempted to cross track in front of car on right of way near Broad street, was thrown down and sustained slight injuries to leg.

July 25, 1897. Harry Tompkins, West Main street, Plainville, while riding bicycle too close to car, was struck by running board and injured in back.

September 6, 1897. Rear-end collision, Forestville avenue, Plainville, Motor-man Irving Schubert was slightly injured in right forearm.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

CHARLES S. TREADWAY,  
*President.*

MORRIS L. TIFFANY,  
*Treasurer.*

STATE OF CONNECTICUT, }  
HARTFORD COUNTY, } ss.

BRISTOL, October 23, 1897.

Then personally appeared the above-named Charles S. Treadway, President, and Morris L. Tiffany, Treasurer, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

THOMAS F. WELCH,  
*Justice of the Peace.*

# CENTRAL RAILWAY AND ELECTRIC CO.

## History.

Name of company making this report? Central Railway and Electric Company.

Date of organization? February 24, 1886.

Under laws of what State organized? Connecticut. The New Britain Tramway Company was incorporated by the General Assembly of the State of Connecticut in an act approved February 24, 1886; amended May 4, 1887. Name was changed to Central Railway and Electric Company, authorization to buy the property, assets, franchises, etc., of the New Britain Electric Light Company, and other amendments granted June 15, 1893; said purchase of Electric Light Company made in September, 1893; further amendment June 28, 1893.

## Name and Address of Principal Officers.

President,	A. M. YOUNG,	Waterbury, Conn.
General Manager,	E. S. BREED,	New Britain, "
Superintendent,	E. S. BREED,	" "
Treasurer,	F. G. PLATT,	" "
Secretary,	C. S. LANDERS,	" "

## Name and Residence of Directors Last Elected.

C. S. LANDERS,	.	.	.	.	New Britain, Conn.
F. G. PLATT,	.	.	.	.	" "
A. M. YOUNG,	.	.	.	.	Waterbury, "
D. S. PLUME,	.	.	.	.	" "
JOHN S. BARTLETT,	.	.	.	.	Lynn, Mass.
CHAS. H. NEWHALL,	.	.	.	.	" "
M. P. CLOUGH,	.	.	.	.	" "

## General Information.

### CAPITAL STOCK.

Capital stock authorized by charter,	.	.	.	.	\$1,000,000.00
Capital stock authorized by vote of company,	.	.	.	.	600,000.00
Capital stock issued, 24,000 full shares of \$25 each,	.	.	.	.	600,000.00
Stock issued for cash, \$86,000; for construction, \$514,000,	.	.	.	.	600,000.00
Amount of stock held in Connecticut,	.	.	.	.	245,000.00
Number of stockholders residing in Connecticut, 4.					
Whole number of stockholders, 8.					



## BONDS OR FUNDED DEBT.

First mortgage due, December, 1923.

Amount of authorized issue (specific and the general law), . . . . .	\$700,000.00
Amount issued, . . . . .	533,000.00
Amount outstanding, \$450,000; construction contract, \$83,000, . . . . .	533,000.00
Cash realized on amount issued, . . . . .	74,700.00

Interest—Rate, 5 per cent.

When payable, June and December.

Amount accrued during year, . . . . .	26,650.00
Amount paid during year, . . . . .	26,650.00

## Cost of Road, Equipment, and Permanent Improvements.

Item.	EXPENDITURES DURING YEAR.		Total Cost to Sept. 30, 1896.	Total Cost to Sept. 30, 1897.
	Not included in Operating Expenses, Credits on Construction Account.	Not included in Operating Expenses, charged to Construction or Equipment.		
Construction :				
Right of way, . . . . .		\$127.32		
Items sold to Newington Tramway Co., . . . . .	\$1,671.55			
* Canceled bond interest, . . . . .	17,766.68			
Rails, . . . . .		3,085.27		
Ties, . . . . .		582.48		
Buildings, furniture, and fixtures, . . . . .		2,542.82		
Engineering expenses, . . . . .		635.25		
Interest during construction, . . . . .		3,384.76		
Sidings and extensions, . . . . .		629.35		
Road built by contract, . . . . .		13,560.00		
Purchase of constructed road, . . . . .		55,161.98		
Extension of tracks, . . . . .		5,586.77		
† New electric line construction, . . . . .		7,633.94		
Additional land necessary for operation of railway, . . . . .		2,535.00		
Paving, . . . . .		1,600.00		
Overhead construction lighting, . . . . .		607.92		
Total construction, . . . . .	\$19,438.23	\$97,672.86	\$1,072,762.92	\$1,150,997.55

\* This deduction of \$17,766.68 was canceled bond interest, same being credited to construction and the coupons canceled, the stockholders and bondholders being identical.

† To include poles, wiring, feeder lines, etc.

Cost of Road, Equipment, and Permanent Improvements.— *Continued.*

Item.	EXPENDITURES DURING YEAR.		Total Cost to Sept. 30, 1896.	Total Cost to Sept. 30, 1897.
	Not included in Operating Expenses, Credits on Construction Account.	Not included in Operating Expenses, charged to Construction or Equipment.		
Equipment :				
Other cars of all classes (flat),	.....	\$196.60	.....	.....
Additional cars (4), other vehicles, fenders, and electric heaters, . . . . .	.....	22,106.79	.....	.....
Additional horses (1), . . . . .	.....	75.00	.....	.....
Other items :				
Tools, . . . . .	.....	373.51	.....	.....
Park, . . . . .	.....	14,630.57	.....	.....
Steam plant equipment, . . . . .	.....	3,755.48	.....	.....
Electric plant equipment, . . . . .	.....	6,647.72	.....	.....
Line equipment lighting, . . . . .	.....	1,242.12	.....	.....
Office fixtures, . . . . .	.....	34.80	.....	.....
Total equipment, . . . . .	.....	\$49,062.59	\$72,542.78	\$121,605.37
Grand total cost construction, equipment, etc., }	.....	\$146,735.45	\$1,145,305.70	\$1,272,602.92

## Earnings and Expenses.

## STATEMENT OF GROSS EARNINGS.

From passenger transportation, . . . . .	\$87,959.81
From park receipts, . . . . .	2,219.21
From rents, . . . . .	783.00
From other sources: Sundry, . . . . .	20.27
Interest, . . . . .	36.46
Advertising, . . . . .	400.00
Lighting department, . . . . .	62,598.14
Total gross earnings, . . . . .	\$154,016.89

## STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track, . . . . .	\$4,269.97
For repairs of buildings and fixtures, . . . . .	64.49
For repairs of electric line construction, . . . . .	1,874.79
For removal of snow and ice, . . . . .	888.33
For repairs of cars, . . . . .	5,400.27
For repairs of electric equipment of cars, . . . . .	705.64
For harnesses, horse-shoeing, and veterinary care, . . . . .	295.16
For electric motive power, . . . . .	12,798.88

For wages and compensation of persons employed		
in conducting transportation, . . . . .	\$25,287.38	
For damages, losses, and gratuities to property, . . . . .	236.57	
For insurance, . . . . .	5,347.16	
For salaries and wages not included above, . . . . .	2,956.00	
For other operating expenses : Legal expense, . . . . .	818.63	
Park expense, . . . . .	2,113.92	
Stationery and printing, . . . . .	267.28	
General, . . . . .	1,948.56	
Advertising, . . . . .	72.00	
Interest, . . . . .	475.16	
Lighting department, . . . . .	38,233.96	
Total operating expenses, . . . . .		104,084.15
Net earnings, . . . . .		\$49,932.74

**Statement of the Costs of Betterments Charged to Operating Expense Account.**

We have not intentionally charged any betterments to operating expenses.

**Total Receipts and Expenditures.**

**STATEMENT OF RECEIPTS FROM ALL SOURCES.**

Cash on hand at date of last report, . . . . .	\$8,850.14	
Bills and accounts receivable at date of last report, . . . . .	28,192.49	
Receipts from gross earnings as stated, . . . . .	154,016.89	
Receipts from other sources : Bills payable, . . . . .	100,471.01	
Newington Tramway Co. stock transferred to		
construction, . . . . .	12,975.00	
Accounts payable, . . . . .	9,198.38	
Taxes, . . . . .	4,520.93	
Interest, . . . . .	8,883.32	
Construction carried to Newington Tramway Co., . . . . .	1,671.55	
Shrinkage and difference in value of materials		
on hand, . . . . .	870.43	
Difference in insurance, . . . . .	239.02	
Legal expense, . . . . .	65.23	
Sundries, . . . . .	125.34	
		\$330,079.73

**STATEMENT OF TOTAL EXPENDITURES.**

For operating expenses (as stated), . . . . .	\$104,084.15	
For taxes, . . . . .	6,731.77	
For interest, . . . . .	26,650.00	
For construction account, . . . . .	97,672.86	
For equipment account, . . . . .	49,062.59	
Accounts payable, 1896, . . . . .	21,669.10	
Legal expense, . . . . .	308.44	
Sundry expenses carried over from 1896, correction		
of errors, etc., . . . . .	1,067.73	
Bills and accounts receivable this date, . . . . .	21,963.45	
Cash on hand to balance, . . . . .	869.64	
Total, . . . . .		\$330,079.73

## Comparative General Balance Sheet.

Total, Sept. 30, 1896.	Assets.	Total, Sept. 30, 1897.	Increase Year ending Sept. 30, 1897.	Decrease Year ending Sept. 30, 1897.
\$1,054,996.24	Construction account, . . .	\$1,150,997.55	\$96,001.31	.....
72,542.78	Equipment account, . . .	121,605.37	49,062.59	.....
4,721.98	Materials on hand, . . .	3,851.55	.....	\$870.43
28,192.49	Accounts receivable, . . .	21,963.45	.....	6,229.04
3,465.62	Insurance, . . .	3,226.60	.....	239.02
12,975.00	Newington Tramway Com- pany stock, . . .	.....	.....	12,975.00
65.23	Legal expense, . . .	308.44	243.21	.....
8,850.14	Cash on hand, . . .	869.64	.....	7,980.50
\$1,185,809.48	Total, . . .	\$1,302,822.60	\$145,307.11	\$28,293.99

Total, Sept. 30, 1896.	Liabilities.	Total, Sept. 30, 1897.	Increase Year ending Sept. 30, 1897.	Decrease Year ending Sept. 30, 1897.
\$600,000.00	Capital stock, . . .	\$600,000.00	.....	.....
533,000.00	Bonds payable, or funded debt,	533,000.00	.....	.....
19,000.00	Bills payable, or unfunded debt, . . .	119,471.01	\$100,471.01	.....
7,672.85	Accounts payable, . . .	9,198.38	1,525.53	.....
5,112.93	Taxes, . . .	4,520.93	.....	\$592.00
8,883.32	Bond interest, . . .	8,883.32	.....	.....
12,140.38	Profit and loss, . . .	27,748.96	15,608.58	.....
\$1,185,809.48	Total, . . .	\$1,302,822.60	\$117,605.12	\$592.00

## Inventory of Equipment September 30, 1897.

Number of enclosed cars owned, . . .	13
Equipped with electric motors, . . .	13
Number of open cars owned, . . .	23
Equipped with electric motors, . . .	16
Number of electric motors owned, . . .	72
Number of electric cars equipped with fenders, . . .	35
Number of electric snow-plows owned, . . .	3
Number of horses owned, . . .	2
Number of harnesses (pairs of), . . .	2
Number of other vehicles, . . .	3

## Amount of Business, etc.

Total number of miles run during the year, . . .	383,871
Total number of passengers carried during the year, . . .	2,071,339
Total number of round trips for the year, . . .	75,627
Number of persons regularly employed by the company (railway, 70), . . .	95
Rates of fare, 5, 8, and 15 cents.	



Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switchings, etc., . . . . . 16.55 miles.  
Aggregate length of sidings, switches, etc., . . . . . 2.07 "  
Total length of railway owned, measured as single track, including sidings, switches, etc., . . . . . 18.62 "  
Aggregate length of track owned which is paved (Belgian block, cobble, and macadam), . . . . . 10.25 "  
Description of rail used, and weight per yard : 67 lb., 60 lb., 56 lb., 35 lb. per yard "T" rail.  
Name of overhead electric system adopted, and whether single or double trolley : General Electric Company, single trolley.  
Average speed and maximum speed at which electric cars are run : 6 in city, 15 outside city ; 25 maximum.  
Description of the several railway lines owned and operated by this company :  
Five lines, each centering at Public Square of New Britain, running, respectively, south, northeast, east, southwest, and west ; a line to Berlin Street in extension of the one designated south ; one to Plainville Center in extension of one designated west ; and one to Newington Center in extension of one designated east.

List of All Accidents during the Year ending September 30, 1897.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . .	..	..	..	1	..	1
Employes, . . . .	1	4	..	..	1	4
Other persons, . . . .	..	..	..	1	..	1

Statement of Each Accident.

On September 13, 1897, a collision occurred near Camp's woods between a construction car and a repair train. Thomas Sheehan jumped, and was killed. Two other employes were very slightly injured, and also in the same accident another employe (John P. Anderson) was hurt on the head seriously, but not critically. The matter was investigated by the coroner, and, after full hearing, the company was held free from blame in the matter, the employes held free from criminal negligence, the road-master in charge of the repair train being censured for lack of judgment.

On September 19, 1897, C. M. Fanning, a conductor in the employ of the company, stepped out of the rear platform to collect fares, and was in some way knocked off the car by a pole, and was injured, not seriously.

On June 30, 1897, William Morley, a passenger standing on the rear platform, fell off the car, and was slightly injured.

On September 27, 1897, Frank Dutton was driving a horse and wagon on the tracks of the company in the early, foggy evening. When first seen he was leaning forward, with his head down, having no control whatever of his horse. The horse was struck by the car and killed, and the man's leg broken. No blame could be attached to the employes.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

A. M. YOUNG,  
*President.*

F. G. PLATT,  
*Treasurer.*

STATE OF CONNECTICUT, }  
NEW HAVEN COUNTY, } ss.      WATERBURY, CONN., November 1, 1897.

Then personally appeared the above-named, F. G. Platt, Treasurer, and A. M. Young, President, of the Central Railway and Electric Company, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

GEO. E. TERRY,  
*Notary Public.*

# THE DANBURY & BETHEL STREET RAIL- WAY COMPANY.

## History.

Name of company making this report? The Danbury & Bethel Street Railway Company.

Date of organization? May 7, 1886.

Under laws of what State organized? State of Connecticut.

## Corporate Name and Address of the Company.

The Danbury & Bethel Street Railway Company, Danbury, Conn.

## Name and Address of Principal Officers.

President,	S. C. HOLLEY,	Danbury, Conn,
Vice-President,	S. HARRISON WAGNER,	New Haven, Conn.
Superintendent,	G. H. KLINZING,	Danbury, Conn.
Treasurer,	M. H. GRIFFING,	" "

## Name and Address of Directors Last Elected.

S. C. HOLLEY,	.	.	.	.	.	Danbury, Conn.
S. HARRISON WAGNER,	.	.	.	.	.	New Haven, Conn.
M. MCPHELEMY,	.	.	.	.	.	Danbury, Conn.
A. E. TWEEDY,	.	.	.	.	.	" "
M. H. GRIFFING,	.	.	.	.	.	" "
HENRY BERND,	.	.	.	.	.	" "
A. W. HOLLEY,	.	.	.	.	.	" "

## General Information.

### CAPITAL STOCK.

Capital stock authorized by charter (\$100,000, and \$20,000 per mile additional, 11.15 miles),	\$323,000.00
Capital stock authorized by vote of company,	320,000.00
Capital issued, 12,800 full shares of \$25 each,	320,000.00
Stock issued for cash,	100,000.00
Stock issued for increased valuation of road or equipment, or both, for construction and equipment,	220,000.00
Amount of stock held in Connecticut, 6,792 shares,	
Number of stockholders residing in Connecticut, 18.	
Whole number of stockholders, 64.	

## BONDS ON FUNDED DEBT.

First mortgage due, . . . . .	\$200,000.00
Amount of authorized issue, . . . . .	200,000.00
Amount issued, . . . . .	200,000.00
Amount outstanding, . . . . .	200,000.00
Cash realized on amount issued, . . . . .	200,000.00
Interest—Rate, 5 per cent.	

When payable, May and November, semi-annually.

Amount accrued during year, . . . . . 10,000.00

Amount paid during year, . . . . . 10,000.00

Miscellaneous obligations, about \$1,000.

## Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during year not included in Operating Expenses, charged to Construction or Equipment.	Total Cost to Sept. 30, 1896.	Total Cost to Sept. 30, 1897.	Cost. Per Mile.
Construction:—Including real estate and power plant. . . . .		\$415,938.78		
*New electric line construction, . . . . .	\$345.13			
New electric power station building, including machinery, etc., . . . . .	562.44			
Total construction,	\$907.57	\$415,938.78	\$416,846.35	\$39,377.13
Equipment : Additional cars and other vehicles, . . . . .	6.00			
Total equipment, . . . . .	\$6.00	\$120,517.53	\$120,523.53	\$11,385.18
Total cost construction, equipment, etc., }	\$913.57	\$536,456.31	\$537,369.88	\$50,762.31

\* To include poles, wiring, feeder lines, etc.

## Earnings and Expenses.

## STATEMENT OF GROSS EARNINGS.

From passenger transportation, . . . . .	\$60,948.95
Advertising, . . . . .	693.01
Rent of power, . . . . .	816.16
Total gross earnings, . . . . .	\$62,458.12



## STATEMENT OF OPERATING EXPENSES.

For repairs of roadbed and track, . . . . .	\$1,061.27	
For repairs of electric line construction, . . . . .	363.84	
For removal of snow and ice, . . . . .	171.19	
For repairs of cars, . . . . .	1,354.36	
For repairs of electric equipment of cars, . . . . .	1,338.04	
Blacksmithing, . . . . .	1,145.70	
Headlights and fires, . . . . .	653.61	
For electric motive power, . . . . .	9,302.88	
For wages and compensation of persons employed in conducting transportation, . . . . .	15,089.31	
For insurance, . . . . .	2,263.39	
For salaries and wages not included above, . . . . .	2,478.50	
General expenses, . . . . .	464.54	
Total operating expenses, . . . . .		35,686.63
Net earnings, . . . . .		\$26,771.49

## Total Receipts and Expenditures.

## STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report, . . . . .	\$322.54	
Bills and accounts receivable at date of last report, . . . . .	2,168.26	
Receipts from gross earnings as stated, . . . . .	62,458.12	
Bills payable, . . . . .	14,300.00	
Insurance fund, . . . . .	1,323.66	
Total, . . . . .		\$80,572.58

## STATEMENT OF TOTAL EXPENDITURES.

For operating expenses as stated, . . . . .	\$35,686.63	
For taxes, . . . . .	2,763.00	
For interest, . . . . .	10,421.18	
For dividends—number, 2; rate per cent., 2; date when paid, October 15, 1896, May 15, 1897, . . . . .	12,800.00	
For construction account, . . . . .	907.57	
For equipment account, . . . . .	6.00	
For property account, . . . . .	205.25	
Bills payable, . . . . .	15,888.79	
Charge profit and loss, . . . . .	358.24	
Bills and accounts receivable this date, . . . . .	2,268.60	\$1,305.26
Cash overdrawn to balance, . . . . .		732.68
Total, . . . . .		\$80,572.58

## Comparative General Balance Sheet.

Total, Sept. 30, 1896.	Assets.	Total, Sept. 30, 1897.	Increase Year ending Sept. 30, 1897.	Decrease Year ending Sept. 30, 1897.
\$332,435.38	Construction account, . . .	\$332,780.51	\$345.13	
120,517.53	Equipment account, . . .	120,523.53	6.00	
83,503.40	Real estate, including power plant, . . .	84,065.84	562.44	
2,142.26	Accounts receivable, . . .	2,268.60	126.34	
2,721.10	Taxes, . . .			\$2,721.10
10,402.45	Interest, . . .			10,402.45
2,328.97	Insurance, . . .			2,328.97
39,417.36	Operating expenses, . . .			39,417.36
8,000.00	Dividends, . . .			8,000.00
	Tools, instruments, etc., . .	205.25	205.25	
322.54	Cash on hand, . . .			322.54
\$601,790.99	Total, . . .	\$539,843.73	\$1,245.16	\$63,192.42

Total, Sept. 30, 1896.	Liabilities.	Total, Sept. 30, 1897.	Increase Year ending Sept. 30, 1897.	Decrease Year ending Sept. 30, 1897.
\$320,000.00	Capital stock, . . .	\$320,000.00		
200,000.00	Bonds payable, or funded debt, . . .	200,000.00		
1,588.79	Bills payable, or unfunded debt, . . .			\$1,588.79
64,297.12	Passenger receipts, . . .			64,297.12
625.00	Advertising, . . .			625.00
238.27	Power line, . . .			238.27
	Insurance fund, . . .	1,323.66	\$1,323.66	
15,041.81	Profit and loss, . . .	17,787.39	2,745.58	
	Cash overdrawn, . . .	732.68	732.68	
\$601,790.99	Total, . . .	\$539,843.73	\$4,801.92	\$66,749.18

## Present or Contingent Liabilities, not included in Balance Sheet.

Less than \$500; sundry bills not entered on our books, just contracted.

## Inventory of Equipment, September 30, 1897.

Number of enclosed cars owned, . . .	13
Equipped with electric motors, . . .	10
Closed trail cars, . . .	3
Number of open cars owned, . . .	18
Equipped with electric motors, . . .	13
Open trail cars, . . .	6

Number of electric motors owned, none except in cars.	
Number of electric cars equipped with fenders,	22
Number of electric snow-plows owned,	1
Number of horses owned,	2
Number of harnesses (pairs of),	1
Electric sweeper,	1
Number of other vehicles (2 dump-carts, 1 wagon),	3
Other articles of equipment, viz.: horse snow-plows,	2
sprinkling car,	1

## Amount of Business, etc.

Total number of miles run during the year,	337,217
Total number of passengers carried during the year,	1,218,608
Number of persons regularly employed by the company, about	45
Rates of fare, five cents, and an additional five cents to Lake Kenosia.	

### Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc., . . . . .	10.586 miles.
Aggregate length of sidings, switches, etc., . . . . .	.564 "
Total length of railway owned, measured as single track, including sidings, switches, etc., . . . . .	11.15 "
Aggregate length of track owned which is paved, . . . . .	9.5 "
* Total length of railway operated, whether owned by this or other companies, . . . . .	11.15 "
* Length of railway operated wholly by electric power, . . . . .	11.15 "
Description of rail used and weight per yd.: 48 and 60-lb. T rail, 80-lb. girder rail.	
Name of overhead electric system adopted: Single trolley.	
Average speed and maximum speed at which electric cars are run: Maximum, 10 miles, average 8 miles.	

**List of All Accidents during the Year ending September 30, 1897.**

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	..	..	..	..	..	..
Employes, . . .	..	..	..	..	..	..
Other persons, . . .	..	..	..	1	..	1

\* Measured as single track, exclusive of sidings, switches, etc.

## Statement of each Accident.

Two ladies were driving along track in same direction as car was moving. When car was within fifteen or twenty feet of wagon the lady driving pulled directly in front of car. One lady jumped out before car struck wagon; the other lady was thrown out, slightly injuring her.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

SAMUEL C. HOLLEY,  
*President.*

M. H. GRIFFING,  
*Treasurer.*

STATE OF CONNECTICUT, }  
FAIRFIELD COUNTY, } ss.

DANBURY, October 27, 1897.

Then personally appeared the above-named Samuel C. Holley, President, and M. H. Griffing, Treasurer, of the Danbury & Bethel Street Railway Company, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

S. N. WILDMAN,  
*Notary Public.*



# DERBY STREET RAILWAY COMPANY.

## History.

Name of company making this report ? Derby Street Railway Company.

Date of organization ? 1887.

Under laws of what State organized ? Connecticut.

## Name and Address of Principal Officers.

President,	H. HOLTON WOOD,	Boston, Mass.
Vice-President,	CHAS. F. BLISS,	Ansonia, Conn.
General Manager,	B. W. PORTER,	Derby, "
Superintendent,	G. M. KENNEDY,	" "
Treasurer,	CHAS. E. CLARK,	" "
Corporation Clerk,	B. W. PORTER,	" "

## Name and Residence of Directors Last Elected.

CHAS. F. BLISS, . . . . .	Ansonia, Conn.
F. W. WALLACE, . . . . .	" "
CHAS. H. NETTLETON, . . . . .	Shelton, "
CHARLES E. CLARK, . . . . .	Derby, "
H. HOLTON WOOD, . . . . .	Boston, Mass.
E. B. GAGER, . . . . .	Derby, Conn.
B. W. PORTER, . . . . .	" "

## General Information.

### CAPITAL STOCK.

Capital stock authorized by charter, . . . . .	\$250,000.00
Capital stock authorized by vote of company, . . . . .	150,000.00
Capital stock issued, 6,000 full shares of \$25 each, . . . . .	150,000.00
Stocks issued for bonds, . . . . .	150,000.00
Amount of stock held in Connecticut, . . . . .	9,500.00
Number of stockholders in Connecticut, 11.	
Whole number of stockholders, 16.	

### BONDS OR FUNDED DEBT.

First mortgage due, April 1, 1914.	
Amount of authorized issue, . . . . .	\$150,000.00
Amount issued, . . . . .	150,000.00
Amount outstanding, . . . . .	150,000.00
Cash realized on amount issued, . . . . .	149,688.00
Interest — Rate, 6 per cent.	
When payable, October 1st and April 1st.	
Amount accrued during year, . . . . .	9,000.00
Amount paid during year, . . . . .	9,105.00

## Cost of Road, Equipment, and Permanent Improvements.

Item.	EXPENDITURES DURING YEAR NOT INCLUDED IN OPERATING EXPENSES.		Total Cost to Sept. 30, 1896.	Total Cost to Sept. 30, 1897.	Cost per Mile.
	Charged to income ac. as perman- ent im- prov'm'ts.*	Charged to construc- tion or equipment.			
Construction:					
Other real estate, . . . . .			\$19,759.47	\$19,759.47	\$3,354.75
Expenses of organization, . . . . .		\$106.63	1,707.48	1,814.11	308.00
Grading, and bridge and culvert masonry, . . . . .	\$1,083.27	4,656.16	39,283.84	43,940.00	7,460.10
Bridges and trestles, . . . . .			550.00	550.00	93.38
Rails, . . . . .	73.11	20.25	45,000.00	45,020.25	7,643.50
Ties, . . . . .	72.00	28.75	7,000.00	7,028.75	1,193.33
Other superstructure, elect. line, Buildings, furniture, and fixtures, Shop machinery and tools, . . . . .	48.13 118.45	12.55 24.82	15,000.00 84,027.20	15,012.55 84,052.02	2,548.82 14,270.30
Engineering expenses, . . . . .			3,081.98	3,081.98	523.26
Other railways (original cost, \$35,000), purchased for, . . . . .			5,653.59	5,653.59	959.86
Lake Housatonic Park, . . . . .		98.13	9,917.58 25,085.19	9,917.58 25,183.32	1,683.80 4,275.60
Total construction, . . . . .	\$1,394.96	\$4,947.29	\$256,066.33	\$261,013.62	\$44,314.70
Equipment:					
Motors, . . . . .			\$37,686.11	\$37,686.11	\$6,398.32
Passenger cars, . . . . .	\$170.58		20,000.00	20,000.00	3,395.58
Freight cars and motor, . . . . .			5,500.00	5,500.00	933.78
Sprinkler and snow-plow, . . . . .			2,265.01	2,265.01	384.55
Total equipment, . . . . .	\$170.58		\$65,451.12	\$65,451.12	\$11,112.23
Grand Total construction, equip- ment, etc., . . . . .	\$1,565.54	\$4,947.29	\$321,517.45	\$326,464.74	\$55,426.93

\* Profit and Loss Account.

## Earnings and Expenses.

## STATEMENT OF GROSS EARNINGS.

From passenger transportation, . . . . .	\$45,602.45
Advertising, . . . . .	115.00
From rents, . . . . .	1,827.89
Total gross earnings, . . . . .	\$47,545.34

## STATEMENT OF OPERATING EXPENSES.

For repairs of roadbed and track, . . . . .	\$1,011.77
For repairs of buildings and fixtures, . . . . .	200.33
For repairs of electric line construction, . . . . .	358.11
For removal of snow and ice, . . . . .	106.95
For repairs of cars, . . . . .	1,665.72
For repairs of electric equipment of cars, . . . . .	1,128.68
For electric motive power, . . . . .	5,317.77

For wages and compensation of persons employed in con-

ducting transportation, . . . . .	\$11,886.82
For damages, losses, and gratuities to persons, . . . . .	999.40
For damages, losses, and gratuities to property, . . . . .	439.85
For insurance, . . . . .	184.40
For salaries and wages not included above, . . . . .	3,160.82
General and transportation expenses other than wages, . . . . .	1,694.38
Expenses, Park, . . . . .	2,315.76
Total operating expenses, . . . . .	\$30,470.76
Net earnings, . . . . .	\$17,074.58

### Total Receipts and Expenditures.

#### STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report, . . . . .	\$3,888.54
Receipts from gross earnings as stated, . . . . .	47,545.34
Receipts from other sources:	
Materials and supplies, . . . . .	326.12
Loans and bills payable, . . . . .	70,381.59
Rebates, . . . . .	403.48
Total, . . . . .	\$122,545.07

#### STATEMENT OF TOTAL EXPENDITURES.

For operating expenses, . . . . .	\$30,470.76
For taxes, . . . . .	2,375.16
For interest, . . . . .	11,653.92
For construction account, . . . . .	4,947.29
For property account, . . . . .	686.40
For any other purposes:	
Loans and bills payable, . . . . .	69,754.69
Reconstruction, profit and loss, . . . . .	1,565.54
Bills and accounts receivable this date, . . . . .	977.14
Cash on hand to balance, . . . . .	114.17
Total, . . . . .	\$122,545.07

### Comparative General Balance Sheet.

Total, Sept. 30, 1896.	Assets.	Total, Sept. 30, 1897.	Year ending Sept. 30, 1897. Increase.	Year ending Sept. 30, 1897. Decrease.
\$256,066.33	Construction account, . . . . .	\$261,013.62	\$4,947.29	
65,451.12	Equipment account, . . . . .	65,451.12		
958 00	Real estate, Lake View, . . . . .	1,644.40	686.40	
4,883.29	Materials on hand, . . . . .	4,570.41		\$312 88
407.46	Cash items, . . . . .	1,534.23	1,126.77	
38,156.61	Profit and loss, . . . . .	38,073.35		83.26
3,888.54	Cash on hand, . . . . .	114.17		3,774.37
\$369,811.85	Total, . . . . .	\$372,401.30	\$2,589.95	

## Comparative General Balance Sheet.—Continued.

Total, Sept. 30, 1896.	Liabilities.	Total, Sept. 30, 1897.	Year ending Sept. 30, 1897. Increase.	Year ending Sept. 30, 1897. Decrease.
\$150,000.00	Capital stock, . . . . .	\$150,000.00	.....	.....
150,000.00	Bonds payable, or funded debt, . . . . .	150,000.00	.....	.....
58,500.00	Bills payable, or unfunded debt, . . . . .	63,300.00	\$4,800.00	.....
5,692.28	Accounts payable, . . . . .	3,133.84	.....	\$2,558.44
5,619.07	Accrued interest, . . . . .	5,967.46	348.39	.....
\$369,811.35	Total, . . . . .	\$372,401.30	\$2,589.95	.....

## Inventory of Equipment, September 30, 1897.

Number of enclosed cars owned, . . . . .	10
Equipped with electric motors, . . . . .	10
Number of open cars owned, . . . . .	15
Equipped with electric motors, . . . . .	7
Number of electric motors owned, . . . . .	36
Number of electric cars equipped with fenders, . . . . .	25
Number of electric snow-plows owned, . . . . .	1
Other articles of equipment, viz.:	
Sprinkling car, . . . . .	Three freight cars,
Horse snow-plow, . . . . .	Freight motor,
Tool car, . . . . .	Tower wagon.

## Amount of Business, etc.

Total number of miles run during the year, . . . . .	225,035
Total number of passengers carried during the year, . . . . .	973,060
Total number of round trips for the year, . . . . .	47,285
Number of persons regularly employed by the company, . . . . .	22
Rates of fare, . . . . .	5 cents.

## Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc., . . . . .	5.89 miles.
Aggregate length of sidings, switches, etc., . . . . .	.40 "
Total length of railway owned, measured as single track, including sidings, switches, etc., . . . . .	6.29 "
Aggregate length of track owned which is paved, . . . . .	4.39 "
* Total length of railway operated, whether owned by this or other companies, . . . . .	5.89 "
* Length of railway operated wholly by electric power, . . . . .	5.89 "

\* Measured as single track, exclusive of sidings, switches, etc.



Description of rail used, and weight per yard: 45 lbs. and 90 lbs. girder, and 6-inch 60 lbs. Tee.

Name of overhead electric system adopted, and whether single or double trolley: Single; Thomson & Houston system.

Average speed and maximum speed at which electric cars are run: 7.25 to 9.

Description of the several railway lines owned and operated by this company:

Front Street, Derby, across Naugatuck River, through and along Second Street to Elizabeth Street, through and along Elizabeth Street to Seymour Avenue, through and along Seymour Avenue to Atwater Avenue, through and along Atwater Avenue to Clifton Avenue, Ansonia, through and along Clifton Avenue to Bridge Street, through and along Bridge Street to Main Street, north through and along Main Street to North Main Street, through and along North Main Street to Liberty Street, through and along Liberty Street to Fourth Street, through and along Fourth Street to North Main Street.

Ansonia, junction of Main Street and Bridge Street, south through and along Main Street to Derby Avenue, Derby, through and along Derby Avenue to Front Street.

Junction of Main and Elizabeth Streets northwesterly through and along Main Street to Housatonic Avenue, through and along Housatonic Avenue to F Street, Lake View.

#### List of all Accidents during the Year Ending September 30, 1897.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	..	..	..	1	..	1
Employes, . . .	..	..	..	..	..	..
Other persons, . .	..	1	..	4	..	5

#### Statement of Each Accident.

M. J. Redmond, a passenger, slightly injured by jumping from moving car.

B. Davis, struck by car while driving, due to his own carelessness.

F. H. Gilbert, struck by car while driving, due to his own carelessness.

W. D. Bacon, struck by car while driving, due to his own carelessness.

B. J. Williams, struck by car while driving, due to his own carelessness.

J. F. Davis, struck by car while driving, was forced upon car track by colliding with Benj. Davis, who was driving in an opposite direction and on the wrong side of the street.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

H. HOLTON WOOD,  
*President.*

CHAS. E. CLARK,  
*Treasurer.*

STATE OF CONNECTICUT, }  
COUNTY OF NEW HAVEN, } ss.

DERBY, November 18, 1897.

Then personally appeared the above-named Chas. E. Clark, Treasurer of the Derby Street Railway Company, and made oath that the foregoing certificate, by him subscribed, is true,

Before me,

WM. S. BROWNE,  
*Notary Public.*

STATE OF MASSACHUSETTS, }  
COUNTY OF SUFFOLK, } ss.

November 19, 1897.

Then personally appeared the above-named H. Holton Wood, President of the Derby Street Railway Company, and made oath that the foregoing certificate, by him subscribed, is true.

Before me,

JAMES W. AUSTIN (2d),  
*Notary Public.*

# EAST HARTFORD & GLASTONBURY HORSE RAILROAD COMPANY.

## History.

Name of company making this report? East Hartford & Glastonbury Horse  
Railroad Company.

Date of organization? March 9, 1868.

Under laws of what State organized? Connecticut.

## Name and Address of Principal Officers.

President,	E. S. GOODRICH,	Hartford, Conn.
Vice-President,	SAMUEL G. DUNHAM,	" "
Treasurer,	DANIEL R. HOWE,	" "
Secretary,	GEORGE D. CURTIS,	" "

## Name and Residence of Directors Last Elected.

P. HENRY GOODRICH,	.	.	.	Glastonbury, Conn.
JAMES J. GOODWIN,	.	.	.	Hartford, Conn.
ATWOOD COLLINS,	.	.	.	" "
LEVERETT BRAINARD,	.	.	.	" "
E. S. GOODRICH,	.	.	.	" "
JOHN R. REDFIELD,	.	.	.	" "
GEORGE D. CURTIS,	.	.	.	" "
SAMUEL G. DUNHAM,	.	.	.	" "

## General Information.

### CAPITAL STOCK.

Capital stock authorized by charter,	.	.	.	.	\$300,000.00
Capital stock authorized by vote of company,	.	.	.	.	100,000.00

## Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to Sept. 30, 1896.	Total Cost to Sept. 30, 1897.
Extension of tracks,	\$69,717.86	\$69,717.86

## Comparative General Balance Sheet.

Total, Sept. 30, 1896.	Assets.	Total, Sept. 30, 1897.
\$69,717.86	*Construction account, . . . .	\$69,717.86

\* Being the amount charged on the books of the Hartford Street Railway Co. for material, labor, etc., furnished to the E. H. & G. R. R. Co.

Total, Sept. 30, 1896.	Liabilities.	Total, Sept. 30, 1897.
\$69,717.86	Accounts payable, . . . .	\$69,717.86

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

E. S. GOODRICH,  
*President.*

D. R. HOWE,  
*Treasurer.*

STATE OF CONNECTICUT, }  
HARTFORD COUNTY, } ss.

HARTFORD, October 16, 1897.

Then personally appeared the above-named E. S. Goodrich, President, and D. R. Howe, Treasurer, of the East Hartford & Glastonbury Horse Railroad Company, and severally made oath that the foregoing certificate, by them subscribed, is true. Before me,

E. HENRY HYDE, JR.,  
*Notary Public.*



# ENFIELD & LONGMEADOW ELECTRIC RAILWAY COMPANY.

## History.

Name of company making this report? The Enfield & Longmeadow Electric Railway Company.

Date of organization? February 11, 1895.

Under laws of what State organized? If more than one, name all; give reference to each statute and all amendments thereof. Connecticut.

## Corporate Name and Address of the Company.

The Enfield & Longmeadow Electric Railway Company.

## Name and Address of Principal Officers.

President,	CHARLES E. GRAHAM,	New Haven,	Conn.
Vice-President,	CHARLES H. BRISCOE,	Thompsonville,	"
General Manager,	LYMAN A. UPSON,	"	"
Superintendent,	GUY L. FAIRBROTHER,	"	"
Treasurer,	LYMAN A. UPSON,	"	"
Corporation Clerk,	WILLIS GOWDY,	"	"

## Name and Residence of Directors last Elected.

CHARLES E. GRAHAM,	New Haven,	Conn.
CHARLES H. BRISCOE,	Thompsonville,	"
LYMAN A. UPSON,	"	"
S. HARRISON WAGNER,	New Haven,	"
ISRAEL A. KELSEY,	"	"
JAS. B. HOUSTON,	Thompsonville,	"
GEORGE T. MATHEWSON,	Enfield,	"

## General Information.

### CAPITAL STOCK.

Capital stock authorized by charter,	\$500,000.00
Capital stock authorized by vote of company,	125,000.00
Capital stock issued, 1,167 full shares of \$100 each,	116,700.00
Stock issued for cash,	116,700.00
Amount of stock held in Connecticut,	69,700.00
Number of stockholders residing in Connecticut,	21
Whole number of stockholders,	32

## BONDS OR FUNDED DEBT.

First mortgage due, 1916.

Amount of authorized issue,	.	.	.	.	.	\$150,000.00
Amount issued,	.	.	.	.	.	100,000.00
Amount outstanding,	.	.	.	.	.	100,000.00
Cash realized on amount issued,	.	.	.	.	.	100,000.00
Interest—Rate, 5 per cent.						
When payable, May 1st and November 1st.						
Amount accrued during year,	.	.	.	.	.	4,583.34
Amount paid during year,	.	.	.	.	.	2,500.00

## Cost of Road, Equipment, and Permanent Improvements.

* Road built by contract,	.	.	.	.	.	\$216,700.00
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## Earnings and Expenses.

## STATEMENT OF GROSS EARNINGS.

From passenger transportation,	.	.	.	.	.	\$22,342.85
From rents,	.	.	.	.	.	75.00
Sale of scrap,	.	.	.	.	.	43.23
Real estate,	.	.	.	.	.	51.25
Total gross earnings,	.	.	.	.	.	\$22,512.33

## STATEMENT OF OPERATING EXPENSES.

For repairs of roadbed and track, . . .	\$49.14	
For repairs of buildings and fixtures, . .	20.60	
For removal of snow and ice, . . .	98.04	
For repairs of cars, . . .	147.44	
For repairs of electric equipment of cars, . .	111.27	
For electric motive power, . . .	3,324.97	
For wages and compensation of persons employed in conducting transportation, . . .	7,732.13	
For damages, losses, and gratuities to persons, .	342.50	
For insurance, . . .	7.50	
For salaries and wages not included above, .	3,995.36	
For other operating expenses:		
General expenses (sundries), . . .	91.87	
Office expenses, . . .	191.88	
Amusements, . . .	54.25	
Supplies and freight and cartage on same, .	445.79	
Total operating expenses, . . .		16,612.74
Net earnings, . . .		\$5,899.59

\* No apportionment made of cost of different parts of the construction. Equipment included in contract as above.

Total Receipts and Expenditures.

STATEMENT OF RECEIPTS FROM ALL SOURCES.

Receipts from gross earnings as stated,	\$22,512.33
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STATEMENT OF TOTAL EXPENDITURES.

For operating expenses (as stated),	\$16,612.74
For interest,	2,500.00
For equipment account,	101.60
For property account,	213.99
Bills and accounts receivable this date,	1,076.54
Cash on hand to balance,	2,007.46
Total,	\$22,512.33

Comparative General Balance Sheet.

Assets.										Total, Sept. 30, 1897.
Construction account	}	Contract,	.	.	.	.	.	.	.	\$216,700.00
Equipment account			.	.	.	.	.	.	.	
Materials on hand, .			.	.	.	.	.	.	.	
Accounts receivable, .			.	.	.	.	.	.	.	
Cash on hand, .	.	.	.	.	.	.	.	.	.	2,007.46
Total, . . . . .										\$220,100.49

Liabilities.		Total, Sept. 30, 1897.
Capital stock,		\$116,700.00
Bonds payable, or funded debt,		100,000.00
Damage insurance fund,		675.00
Profit and loss,		2,725.49
Total,		\$220,100.49

Inventory of Equipment, September 30, 1897.

Number of enclosed cars owned,	5
Equipped with electric motors,	5
Number of open cars owned,	5
Equipped with electric motors,	5
Number of electric motors owned,	20
Number of electric snow-plows owned,	1
One scraper.	
One tower wagon.	

**Amount of Business, etc.**

Total number of miles run during the year, . . . . .	236,195
Total number of passengers carried during the year, . . . . .	446,857
Total number of round trips for the year, . . . . .	6,050
Number of persons regularly employed by the Company, . . . . .	23
Rates of fare, . . . . .	5 cents and 10 cents.

**Description of Road Owned and Operated.**

Length of railway owned, measured as single track, exclusive of sidings, switches, etc., . . . . .	8.36 miles.
Aggregate length of sidings, switches, etc., . . . . .	1,375 feet.
Total length of railway owned, measured as single track, including sidings, switches, etc., . . . . .	8.62 miles.
*Total length of railway operated, whether owned by this or other companies, . . . . .	8.36 "
*Length of railway operated wholly by electric power, . . . . .	8.36 "
Description of rail used, and weight per yard: Tee rail; 60 lbs. 60 ft. length.	
Name of overhead electric system adopted, and whether single or double trolley: Span and bracket single trolley.	
Average speed and maximum speed at which electric cars are run: Eight miles per hour.	
Description of the several railway lines owned and operated by this Company: From the State line between Connecticut and Massachusetts, along the Springfield road, through the village of Thompsonville, through Enfield, to and into Warehouse Point in East Windsor.	

**List of all Accidents during the Year ending September 30, 1897.**

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	..	3	..	..	..	3
Employees, . . . . .	..	..	..	..	..	..
Other persons, . . . . .	..	..	..	..	..	..

**Statement of Each Accident.**

Two cars came together on single track (cause, misunderstanding of conductors). All passengers continued on their trips except one; went home in a carriage of a friend, but said nothing to the conductor as to being hurt.

\* Measured as single track, exclusive of sidings, switches, etc.



Lady and child standing by track signaled the car (child 3 years old). Car stopped, but before coming to a standstill the lady let go of hand of child, and turned to say good-bye once more. Child started ahead, and run into the car. Child bruised a little, but not hurt seriously.

Man started to jump on car while it was in motion, and fell. Did not report damage.

We hereby certify that all the statements in the foregoing return contained to the best of our knowledge and belief, are full, just, and true.

CHAS. E. GRAHAM,  
*President.*

LYMAN A. UPSON,  
*Treasurer.*

STATE OF CONNECTICUT, }  
NEW HAVEN COUNTY, } ss.

NEW HAVEN, October 28, 1897.

Then personally appeared the above-named Chas. E. Graham, President of The Enfield & Longmeadow Electric Railway Co., and made oath that foregoing certificate, by him subscribed, is true.

Before me, S. FRED. STRONG,  
*Justice of the Peace.*

STATE OF CONNECTICUT, }  
HARTFORD COUNTY, } ss.

HARTFORD, October 29, 1897.

Then personally appeared the above-named Lyman A. Upson, Treasurer of The Enfield & Longmeadow Electric Railway Co., and made oath that the foregoing certificate, by him subscribed, is true.

Before me, WILLIS GOWDY,  
*Notary Public.*

# FAIR HAVEN & WESTVILLE R. R. CO.

## History.

Name of company making this report ? Fair Haven & Westville Railroad Company.

Date of organization ? August, 1860.

Under laws of what State organized ? Connecticut. Private Acts, 1860, p. 370 ; 1862, p. 499 ; 1862, p. 502 ; 1864, p. 627 ; 1864, p. 655 ; 1864, p. 51 ; 1868, p. 404 ; 1870, p. 949 ; 1872, p. 382 ; 1875, p. 899 ; 1886, p. 326 ; 1886, p. 356 ; 1889, p. 959 ; 1889, p. 1203 ; 1893, p. 1066 ; 1895, p. 472 ; 1897, 1019.

## Corporate Name and Address of the Company.

Fair Haven & Westville Railroad Company, New Haven, Conn.  
Office, 730 Chapel Street.

## Name and Address of Principal Officers.

President,	HENRY S. PARMELEE,	730 Chapel St., New Haven, Conn.
Vice-President,	SAMUEL HEMINGWAY,	" " "
Superintendent,	WALTER A. GRAHAM,	" " "
Treasurer,	LEVERETT CANDEE,	" " "

## Name and Residence of Directors Last Elected.

HENRY S. PARMELEE,	.	.	28 Hillhouse Ave., New Haven, Conn.
SAMUEL HEMINGWAY,	.	.	327 Temple St., " "
JOHN B. CARRINGTON,	.	.	195 Whitney Ave., " "
E. HAYES TROWBRIDGE,	.	.	310 Temple St., " "
GEORGE D. WATROUS,	.	.	261 Bradley St., " "
JAMES S. HEMINGWAY,	.	.	325 Temple St., " "
WILBUR F. DAY,	.	.	310 York St., " "
SAMUEL E. MERWIN,	.	.	412 Orange St., " "

## General Information.

### CAPITAL STOCK.

Capital stock authorized by charter,	.	.	.	\$1,500,000.00
Capital stock authorized by vote of company,	.	.	.	900,000.00
Capital stock issued, 36,000 full shares of \$25 each,	.	.	.	900,000.00
Stock issued for cash,	.	.	.	900,000.00
Amount of stock held in Connecticut,	.	.	.	615,125.00
Number of stockholders residing in Connecticut,	140.			
Whole number of stockholders,	188.			

## Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during Year included in Operating Expenses.	Total Cost to Sept. 30, 1896.	Total Cost to Sept. 30, 1897.	Cost per Mile.
Construction, including rails, etc.,	\$1,183.81	\$346,630.95	\$346,630.95	\$17,428.27
Buildings, furniture, and fixtures,	.....	61,575.60	61,575.60	3,095.97
* New electric line construction,	.....	39,802.06	39,802.06	2,001.21
New electric power station building, including machinery, etc.,	.....	139,282.79	139,282.79	7,003.00
Total construction,	.....	\$587,291.40	\$587,291.40	\$29,528.45
Equipment :				
Motors,	.....	66,350.00	66,350.00	3,336.02
Passenger cars,	.....	65,098.47	65,078.47	3,272.08
Snow sweepers,	.....	2,700.00	2,700.00	135.75
Horses, wagons, etc.,	.....	1,365.00	1,365.00	68.63
Total equipment,	.....	\$135,513.47	\$135,493.47	\$6,812.43
Grand total cost construction, equipment, etc.,	.....	\$722,804.87	\$722,784.87	\$36,340.93

\* To include poles, wiring, feeder lines, etc.

## Earnings and Expenses.

## STATEMENT OF GROSS EARNINGS.

From passenger transportation,	\$304,047.99
From United States mails,	1,000.00
From rents,	386.74
From tickets,	1,291.35
From advertising,	2,157.50
From special cars,	811.30
Total gross earnings,	\$309,694.88

## STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track,	\$19,294.82
For repairs of buildings and fixtures,	1,745.46
For repairs of electric line construction,	2,510.21
For removal of snow and ice,	3,684.51

For repairs of cars, . . . . .	\$9,675.42	
For repairs of electric equipment of cars, . . . . .	5,339.40	
For electric motive power, . . . . .	19,033.76	
For wages and compensation of persons employed in conducting transportation, . . . . .	88,314.52	
For damages, losses, and gratuities to persons, . . . . .	2,696.83	
For damages, losses, and gratuities to property, . . . . .	323.25	
For insurance, . . . . .	1,636.27	
For salaries and wages not included above, . . . . .	21,281.34	
For other operating expenses, . . . . .	32,275.85	
Total operating expenses, . . . . .		\$207,811.64
Net earnings, . . . . .		\$101,833.24

**Statement of the Costs of Betterments Charged to Operating Expense Account.**

.222 miles track charged to operating, . . . . .	\$1,183.81
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**Total Receipts and Expenditures.**

**STATEMENT OF RECEIPTS FROM ALL SOURCES.**

Cash on hand at date of last report, . . . . .	\$3,701.10
Receipts from gross earnings as stated, . . . . .	309,694.88
New stock issued, . . . . .	300,000.00
Car sold, . . . . .	20.00
New Haven & Centerville Street } horse and car, . . . . .	115.00
Railway Company, } cash, . . . . .	8,587.20
Accident insurance fund, . . . . .	17,785.67
Total, . . . . .	\$639,903.85

**STATEMENT OF TOTAL EXPENDITURES.**

For operating expenses (as stated), . . . . .	\$207,811.64
For taxes, . . . . .	10,800.00
For interest, . . . . .	21,236.59
For dividends—number, 2; rate 4 per cent.; date when paid, \$24,000 January, \$36,000 July, . . . . .	60,000.00
New Haven & Centerville Street } 3,000 shares stock, . . . . .	125,000.00
Railway Company, } 82 bonds, . . . . .	77,900.00
Ten notes, . . . . .	120,000.00
Cash on hand to balance, . . . . .	17,155.62
Total, . . . . .	\$639,903.85



## Comparative General Balance Sheet.

Total, Sept. 30, 1896.	Assets.	Total, Sept. 30, 1897.	Increase Year ending Sept. 30, 1897.	Decrease Year ending Sept. 30, 1897.
\$587,291.40	Construction account, . . .	\$587,291.40		
135,513.47	Equipment account, . . .	135,493.47		\$20.00
.....	New Haven & Centerville Street Railway Co., . . .	194,197.80	\$194,197.80	.....
21,132.65	New Haven & North Haven Street Railway Co., . . .	21,132.65		
3,701.10	Cash on hand, . . .	17,155.62	13,454.52	.....
\$747,638.62	Total, . . .	\$955,270.94	\$207,652.32	\$20.00

Total, Sept. 30, 1896.	Liabilities.	Total, Sept. 30, 1897.	Increase Year ending Sept. 30, 1897.	Decrease Year ending Sept. 30, 1897.
\$600,000.00	Capital stock, . . .	\$900,000.00	\$300,000.00	.....
120,000.00	Bills payable, or unfunded debt, . . .	.....	.....	\$120,000.00
.....	Accident insurance fund, . .	17,785.67	17,785.67	.....
27,638.62	Profit and loss, . . .	37,485.27	9,846.65	.....
\$747,638.62	Total, . . .	\$955,270.94	\$327,632.32	\$120,000.00

## Inventory of Equipment, September 30, 1897.

Number of enclosed cars owned, . . .	53
Equipped with electric motors, . . .	42
Number of open cars owned, . . .	46
Equipped with electric motors, . . .	46
Number of electric motors owned, . . .	190
Number of electric cars equipped with fenders, . . .	88
Number of electric snow-plows owned, . . .	1, 4 electric sweepers.
Number of horses owned, . . .	3
Number of harnesses (pairs of), . . .	3
Other articles of equipment, viz.:	
One 8-horse snow-sweeper.	
One 4-horse Walkaway snow-plow.	
Three 2-horse Boss snow-plows.	
One 2-horse tower wagon.	
One 2-horse wagon.	
One 1-horse wagon.	

## Amount of Business, etc.

Total number of miles run during the year, . . . . .	1,574,406 <sup>254</sup> <sub>1000</sub>
Total number of passengers carried during the year, . . . . .	6,106,368
Total number of round trips for the year, . . . . .	255,418
Number of persons regularly employed by the company, . . . . .	225
Rates of fare, 5 cents, and on New Haven & North Haven St. Ry., 5 cents.	

## Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc., . . . . .	19.889 miles.
Aggregate length of sidings, switches, etc., . . . . .	.897 "
Total length of railway owned, measured as single track, including sidings, switches, etc., . . . . .	20.786 "
Aggregate length of track owned which is paved, . . . . .	20.786 "
Length of railway owned by other companies, measured as single track, exclusive of sidings, switches, etc., which this company operates or runs its cars over, New Haven & North Haven Street Railway Company, . . . . .	2.206 "
New Haven & Centerville Street Railway Company, . . . . .	7.758 "
*Total length of railway operated, whether owned by this or other companies, . . . . .	29.853 "
*Length of railway operated wholly by electric power, . . . . .	29.853 "
Description of rail used, and weight per yard, 50, 60, 70, 74 lb. Tee rail, steel.	
Name of overhead electric system adopted, and whether single or double trolley: Westinghouse and General Electric, single trolley.	
Average speed and maximum speed at which electric cars are run : City ordinance—Not to exceed 10 miles within one mile of City Hall; not to exceed 12 miles beyond one mile of City Hall.	
Description of the several railway lines owned and operated by this company : From Davenport Avenue, through Quinnipiac Street, Grand Avenue, State, Chapel, York Streets, Broadway, Whalley Avenue, and Main Street, to Westville. From West River, through Derby Avenue, Norton and Chapel Streets, to York Street. From Chapel Street, through State Street and Union Avenue, to station New York, New Haven & Hartford Railroad. From State Street, through Chapel Street, East Street, and Bridge Street, to steamboat landing. From State Street, through Water Street, to Bridge Street. From Grand Avenue, through East Pearl Street and Chapel Street, to East Street.	
Description of the several railway lines owned by other companies and operated by this company, giving the towns in which located, and the mileage in each town : New Haven & North Haven Street Railway Company : From Davenport Avenue, Fair Haven, through Quinnipiac Street, to Montowese. New Haven & Centerville Street Railway Company : From Broadway and Elm Street, through Dixwell Avenue, to Blake's Corners, Hamden. From Munson Street, through Shelton Avenue, to Goodrich Street. From Church Street, through Elm Street, to York Street.	

\* Measured as single track, exclusive of sidings, switches, etc.

## List of All Accidents during the Year Ending September 30, 1897.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	..	..	..	3	..	3
Employes, . . .	..	..	..	..	..	..
Other persons, . . .	..	..	3	7	3	7

## Statement of Each Accident.

October 17, 1896. Thomas Foley tried to drive across street in front of car ; injured.

February 22, 1897. William Quinn Woodbridge jumped in front of car ; killed.

April 7, 1897. Elbert Wilcox fell after stepping from car ; claimed he was hurt.

May 25, 1897. Two Italians drove in front of car. Joseph Florio killed ; Antonio Santoro injured.

June 16, 1897. Hine, 4-year-old boy, ran in front of car ; was injured.

June 18, 1897. Lizzie McQueeney stepped off car before it stopped.

June 20, 1897. Alfred Langer jumped off open car backwards ; injured.

June 26, 1897. W. F. Kusterer, Jr., on bicycle, rode in front of moving car ; was hit and injured.

July 17, 1897. Andrea Freda (boy) jumped off truck directly in front of car ; killed.

August 4, 1897. George Boyle walked into side of moving car ; injured.

October 19, 1897. John A. McIntyre drove truck into car ; injured.

October 20, 1897. Rosie Wein (2 years 9 months) ran in front of car ; injured.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

HENRY S. PARMELEE,  
*President.*

LEVERETT CANDEE,  
*Treasurer.*

STATE OF CONNECTICUT, }  
NEW HAVEN COUNTY, } ss.

NEW HAVEN, CONN., November 1, 1897.

Then personally appeared the above named Henry S. Parmelee, President, and Leverett Candee, Treasurer, of the Fair Haven & Westville Railroad Company, New Haven, Conn., and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

JAMES D. DEWELL, JR.,  
*Justice of the Peace.*

# HARTFORD, MANCHESTER & ROCKVILLE TRAMWAY COMPANY.

## History.

Name of company making this report? Hartford, Manchester & Rockville Tramway Company.

Date of organization? June 6, 1894.

Under laws of what State organized? Connecticut.

## Corporate Name and Address of the Company.

Hartford, Manchester & Rockville Tramway Company, South Manchester, Conn.

## Name and Address of Principal Officers.

President,	M. S. CHAPMAN,	Hartford, Conn.
Vice-President,	R. O. CHENEY,	South Manchester, Conn.
General Manager,	H. J. WICKHAM,	Hartford, Conn.
Superintendent,	J. W. HAYNES,	South Manchester, Conn.
Treasurer,	C. H. WICKHAM,	Hartford, Conn.
Secretary,	J. W. HAYNES,	South Manchester, Conn.

## Name and Residence of Directors Last Elected.

M. S. CHAPMAN,	.	.	.	South Manchester, Conn.
R. O. CHENEY,	.	.	.	" " "
H. J. WICKHAM,	.	.	.	Manchester, Conn.
L. B. PLIMPTON,	.	.	.	Hartford, Conn.
ELISHA MORGAN,	.	.	.	Springfield, Mass.
R. W. DAY,	.	.	.	" "
J. W. CHENEY,	.	.	.	South Manchester, Conn.

## Unpaid Vouchers.

E. S. Ela,	.	.	.	.	\$38.70
Pay-roll,	.	.	.	.	451.75
Frank J. Knox,	.	.	.	.	1.52
Geo. Wm. Waite & Co.,	.	.	.	.	27.62
Tracy & Robinson,	.	.	.	.	2.35
Jewell Belting Co.,	.	.	.	.	3.43
Hewes & Phillips,	.	.	.	.	9.35
B. E. Cowles,	.	.	.	.	76.00
J. B. Hills,	.	.	.	.	16.25
N. E. Ry. Co.,	.	.	.	.	6.00
Cash Vouchers,	.	.	.	.	20.78
R. M. Rood,	.	.	.	.	53.35
Postal Telegraph Cable Co.,	.	.	.	.	1.44
Jencks Bros.,	.	.	.	.	6.26



Sam'l J. Hussey & Co.,	\$1.00
Southern New England Telephone Co.,	36.82
Bemis Car Box Co.,	9.61
F. T. Blish,	4.19
Smith & Wallace,	17.60
Electric Car Supply Manufacturing Co.,	83.70
Pittsburgh Plate Glass Co.,	14.25
C. R. Hathaway,	10.00
Hartford Courant Co.,	62.25
Geo. W. Burch,	.20
Jas. P. Sullivan,	1.00
Cheney Bros.,	1.80
Blodgett & Clapp Co.,	1.13
A. Segalla,	25.00
Dexter P. Lillie & Co.,	49.09
Dodge Manufacturing Co.,	67.63
W. C. Saxton,	75.57
H. J. & C. H. Wickham,	42.00
A. S. Swords & Co.,	490.06
Ferris Bros.,	2.60
Valentine & Co.,	161.97
General Electric Co.,	318.68
W. B. Cheney,	.35
J. B. Hubbard,	1.71
F. B. Horton,	.60
Olds & Whipple,	314.31

\$2,507.92

## General Information.

## CAPITAL STOCK.

Capital stock authorized by charter,	\$500,000.00
Capital stock authorized by vote of company,	300,000.00
Capital stock issued, 3,000 full shares of \$100 each,	300,000.00
Issued to contractors as cash,	300,000.00
Amount of stock held in Connecticut, 2,427 shares.	
Number of stockholders residing in Connecticut, 14.	
Whole number of stockholders, 22.	

## BONDS OR FUNDED DEBT.

First mortgage due, October 1, 1924.	
Amount of authorized issue,	\$300,000.00
Amount issued,	200,000.00
Amount outstanding,	200,000.00
Cash realized on amount issued,	200,000.00
Interest — Rate, 5 per cent. annually.	
When payable, April 1st and October 1st in each year.	
Amount accrued during year,	10,000.00
Amount paid during year,	10,000.00
State all miscellaneous obligations, unpaid vouchers as per list attached,	2,507.92

## Cost of Road, Equipment, and Permanent Improvements.

Items.	Expenditures during Year not included in Operating Expenses, charged to Income Acct. as Permanent Improvements.	Total Cost to Sept. 30, 1896.	Total Cost to Sept. 30, 1897.	Cost per Mile.
Construction:				
Buildings, furniture, and fixtures, . . . . .	\$451.68	\$11,751.56	\$12,203.24	.....
Shop machinery and tools, . . . . .	204.22	883.68	1,087.90	.....
Road built by contract, (not finished, amt. pd. contractors on acct.), . . . . .	44,868.69	.....	44,868.69	.....
Purchase of constructed road (less depreciation in value of franchises charged off in 1897, \$76,350), . . . . .	.....	369,950.00	293,600.00	.....
Extension of road-bed (length, . . . . . feet), . . . . .	.....	310.13	310.13	.....
Extension of tracks (length, switch pieces, . . . . . feet), . . . . .	56.00	.....	56.00	.....
New electric power station building, including machinery, etc., . . . . .	.....	50,253.61	50,253.61	.....
Power-house equipment purchased and installed, . . . . .	17,556.58	.....	17,556.58	.....
Electric light line, . . . . .	567.63	919.48	1,487.11	.....
Line, . . . . .	15.00	217.31	232.31	.....
Total construction, . . . . .	\$63,719.80	\$434,285.77	\$421,655.57	\$23,516.76
Equipment:				
Passenger cars, . . . . .	.....	\$65,824.01	.....	.....
Work cars, . . . . .	.....	300.00	.....	.....
Telephone line, . . . . .	.....	1,061.04	.....	.....
Snow plows, . . . . .	.....	3,400.00	.....	.....
Fenders and sundry equipment for cars, . . . . .	1,440.98	.....	.....	.....
Total equipment, . . . . .	\$1,440.98	\$70,585.05	\$72,026.03	\$4,017.06
Grand total cost construction, equipment, etc., . . . . .	\$65,160.78	\$504,870.82	\$493,681.60	\$27,533.82

**Earnings and Expenses.**

## STATEMENT OF GROSS EARNINGS.

From passenger transportation, . . . .	\$62,750.09	
From United States mails, . . . .	1,258.94	
From other sources: Advertising, . . . .	400.00	
Park receipts, . . . .	408.08	
Total gross earnings, . . . .		\$64,817.11

## STATEMENT OF OPERATING EXPENSES.

For repairs of roadbed and track, . . . .	\$3,129.37	
For repairs of buildings and fixtures, . . . .	216.17	
For repairs of electric line construction, . . . .	1,233.86	
For removal of snow and ice, . . . .	316.55	
For repairs of cars, . . . .	4,474.73	
For repairs of electric equipment of cars, . . . .	3,078.76	
For electric motive power, . . . .	12,365.74	
For wages and compensation of persons employed in conducting transportation, . . . .	17,773.79	
For damages, losses, and gratuities to persons, . . . .	2,174.35	
For damages, losses, and gratuities to property, . . . .	223.35	
For insurance, . . . .	689.85	
For salaries and wages not included above, . . . .	4,773.54	
For rents of South Manchester Light, Power, and Tramway Company's road, . . . .	600.00	
For other operating expenses: Expense, . . . .	2,993.22	
Tool repairs, . . . .	143.68	
Total operating expenses, . . . .		\$54,186.96
Net earnings, . . . .		\$10,630.15

**Total Receipts and Expenditures.**

## STATEMENTS AND RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report, . . . .	\$4,139.21	
Bills and accounts receivable at date of last report, . . . .	1,216.36	
Receipts from gross earnings as stated, . . . .	64,817.11	
Stockholders' subscription, . . . .	76,350.00	
Accounts payable, . . . .	2,507.92	
Total, . . . .		\$149,030.60

## STATEMENT OF TOTAL EXPENDITURES.

For operating expenses (as stated), . . . .	\$54,186.96	
For taxes, . . . .	2,071.81	
For interest, . . . .	10,171.12	
For construction account, . . . .	45,959.00	
For equipment account, . . . .	19,201.78	
For property account, . . . .	1,073.40	
For accounts payable date of last report, . . . .	2,180.58	
Bills and accounts receivable this date, . . . .	1,100.97	
Cash on hand to balance, . . . .	13,084.98	
Total, . . . .		\$149,030.60

## Comparative General Balance Sheet.

Total, Sept. 30, 1896.	Assets.	Total, Sept. 30, 1897.
\$434,285.77	Construction account, . . . . .	\$421,655.57
70,585.05	Equipment account, . . . . .	72,026.03
1,048.48	Materials on hand, . . . . .	2,121.88
1,216.36	Accounts receivable, . . . . .	1,100.97
4,139.21	Cash on hand, . . . . .	13,084.98
\$511,274.87	Total, . . . . .	\$509,989.43

Total, Sept. 30, 1896.	Liabilities.	Total, Sept. 30, 1897.
\$300,000.00	Capital stock, . . . . .	\$300,000.00
200,000.00	Bonds payable, or funded debt, . . . . .	200,000.00
2,180.58	Accounts payable, . . . . .	2,507.92
9,094.29	Profit and loss, . . . . .	7,481.51
\$511,274.87	Total, . . . . .	\$509,989.43

## Inventory of Equipment, September 30, 1897.

Number of enclosed cars owned, . . . . .	12
Equipped with electric motors, . . . . .	12
Number of open cars owned, . . . . .	15
Equipped with electric motors, . . . . .	15
Number of electric motors owned, . . . . .	59
Number of electric cars equipped with fenders, . . . . .	27
Number of electric snow-plows owned, . . . . .	2
Tower wagon, . . . . .	1
Construction cars without electric motors, . . . . .	2

## Amount of Business, etc.,

Total number of miles run during the year, . . . . .	301,803
Total number of passengers carried during the year, . . . . .	707,498
Total number of round trips for the year, . . . . .	30,245
Number of persons regularly employed by the company (average), . . . . .	60
Rates of fare, 5, 10, and 15 cents.	



## Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc., . . . . .	12.63	miles.
Aggregate length of sidings, switches, etc., . . . . .	.30	"
Total length of railway owned, measured as single track, including sidings, switches, etc., . . . . .	12.93	"
Aggregate length of track owned which is paved, . . . . .	.12	"
* Length of new electric railway under construction September 30, 1897, . . . . .	5.30	"
Length of railway owned by other companies, measured as single track exclusive of sidings, switches, etc., which this company operates or runs its cars over, . . . . .	.795	"
* Total length of railway operated, whether owned by this or other companies, . . . . .	18.68	"
* Length of railway operated wholly by electric power, . . . . .	18.68	"
Description of rail used, and weight per yard: 56-pound "T" rail.		
Name of overhead electric system adopted, and whether single or double trolley, Single trolley, side bracket construction.		
Average speed and maximum speed at which electric cars are run: Average, 10 miles per hour; maximum, 15 miles per hour.		
Description of the several railway lines owned and operated by this company: South Manchester Line, from Burnside to Manchester Center; Crosstown Line, from Manchester Center to Manchester; Talcottville Line, from intersection of "Middle Turnpike" and "Love Lane" to Talcottville.		
Description of the several railway lines owned by other companies and operated by this company, giving the towns in which located, and the mileage in each town: South Manchester Light, Power, and Tramway Road, located in Manchester; length, .795 miles.		

\* Measured as single track, exclusive of sidings, switches, etc.

## List of all Accidents during the Year Ending September 30, 1897.

	INJURED FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	..	..	..	3	..	3
Employes, . . . . .	..	..	..	..	..	..
Other persons, . . . . .	..	..	..	3	..	3

## Statement of Each Accident.

December 26, 1896. Silver Bros. team standing on track, struck by car; no one hurt.

January 17, 1897. Horse lying on track struck by car; leg broken.

April 10, 1897. Intoxicated man standing near track; struck by car and injured.

May 2, 1897. Man stepped from moving car; slightly injured.

June 7, 1897. Passenger jumped from moving car; face bruised.

July 5, 1897. Intoxicated man lying with head on track, struck by car and face cut; no serious injuries.

July 19, 1897. Boy stepped directly in front of moving car, was struck by fender; only slightly injured.

August 26, 1897. Man stepped from moving car; slightly injured.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

RICHARD O. CHENEY,  
*Vice-President.*

C. H. WICKHAM,  
*Treasurer.*

STATE OF CONNECTICUT, }  
HARTFORD COUNTY, } ss.

HARTFORD, November 1, 1897.

Then personally appeared the above-named, Richard O. Cheney, Vice-President, and C. H. Wickham, Treasurer, of the Hartford, Manchester & Rockville Tramway Company, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

EDWARD BROWER,  
*Notary Public.*

# HARTFORD STREET RAILWAY COMPANY.

## History.

Name of company making this report? Hartford Street Railway Company.  
 Date of organization? July 21, 1862, as the Hartford & Wethersfield Horse Railway Company; changed to Hartford Street Railway Company, October 4, 1893.  
 Under laws of what State organized? Connecticut.

## Name and Address of Principal Officers.

President,	E. S. GOODRICH,	Hartford, Conn.
Vice-President,	SAMUEL G. DUNHAM,	" "
General Manager,	NORMAN McD. CRAWFORD,	" "
Treasurer,	DANIEL R. HOWE,	" "
Secretary,	DANIEL R. HOWE,	" "

## Name and Residence of Directors Last Elected.

JAMES J. GOODWIN,	Hartford, Conn.
CHARLES L. LINCOLN,	" "
DANIEL R. HOWE,	" "
ATWOOD COLLINS,	" "
SAMUEL G. DUNHAM,	" "
E. S. GOODRICH,	" "
GEORGE E. TAINTOR,	" "

## General Information.

### CAPITAL STOCK.

Capital stock authorized by charter,	\$2,000,000.00
Capital stock authorized by vote of the company,	200,000.00
Capital stock issued, 2,000 full shares of \$100 each,	200,000.00
Stock issued for cash,	200,000.00
Amount of stock held in Connecticut,	168,300.00
Number of stockholders residing in Connecticut, 56.	
Whole number of stockholders, 65.	

### BONDS OR FUNDED DEBT.

#### Debenture bonds:

Amount of authorized issue,	\$2,000,000.00
Amount issued,	1,977,000.00
Amount outstanding,	1,977,000.00
Cash realized on amount issued,	2,007,270.90

Interest—Rate, 5 per cent.

When payable, January and July, February and August, March and September, April and October, May and November, June and December.

Amount accrued during year,	.	.	.	.	\$110,975.87
Amount paid during year,	.	.	.	.	113,088.87
Bills payable,	.	.	.	.	292,000.00
Accounts payable,	.	.	.	.	23,302.87

## Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during year not included in operating expenses, charged to Construction or Equipment.	Total Cost to Sept. 30, 1896.	Total Cost to Sept. 30, 1897.	Cost per Mile.
Construction:				
Shop machinery and tools,	\$3.60	\$3,915.64	\$3,919.24	.....
Engineering expenses,	3,173.06	25,746.57	28,919.63	.....
Interest during construction,	.....	16,722.86	16,722.86	.....
Extension of tracks, length 29,948.16 feet (depreciation \$13,419.96 charged to profit and loss, Dec. 31, 1896),	109,589.01	891,906.57	1,001,495.58	.....
*New electric line construction,	21,769.12	306,632.74	338,401.86	.....
Additional land necessary for operation of railway,	.....	193,550.09	193,550.09	.....
New electric power station building, including machinery, etc.,	5,311.22	284,720.62	290,031.84	.....
Other new buildings necessary for operation of railway,	6,521.97	139,517.75	146,039.72	.....
Underground conduit,	1,055.88	7,064.97	8,120.85	.....
Paving and macadam,	33,895.81	76,106.57	110,002.38	.....
Total construction,	\$181,319.67	\$1,945,884.38	\$2,127,204.05	\$32,408.11
Equipment:				
Additional cars and other vehicles,	78.49	263,152.23	263,230.72	.....
Electric equipment,	3,883.33	196,082.07	199,965.40	.....
Horses—Cash received from sales, \$619.19; depreciation of \$25,962.27 charged to profit and loss, Dec. 31, 1896,	.....	28,222.27	1,640.81	.....
Fenders,	1,054.00	12,785.75	13,839.75	.....
Stone crusher,	2,149.70	.....	2,149.70	.....
Total equipment,	\$7,165.52	\$500,242.32	\$480,826.38	\$7,325.42
Total cost construction, equipment, etc.,	\$188,485.19	\$2,446,126.70	\$2,608,030.43	\$39,733.53

\* Includes poles, wiring, feeder lines, etc.



**Earnings and Expenses.****STATEMENT OF GROSS EARNINGS.**

From passenger transportation, . . . .	\$576,203.56
From freight transportation, . . . .	239.30
From United States mails, . . . .	549.75
Total gross earnings, . . . .	\$576,992.61

**STATEMENT OF OPERATING EXPENSES.**

For repairs of roadbed and track, . . . .	\$29,487.93
For incidentals, . . . .	6,083.22
For repairs of buildings and fixtures, . . . .	4,264.40
For repairs of electric line construction, . . . .	5,925.09
For removal of snow and ice, . . . .	6,410.06
For repairs of cars, . . . .	26,664.34
For repairs of electric equipment of cars, . . . .	16,582.36
For legal expenses, . . . .	1,611.76
For printing and stationery, . . . .	2,500.16
For stable expense, . . . .	4,754.05
For electric motive power, . . . .	57,419.44
For wages and compensation of persons employed in conducting transportation, . . . .	180,428.38
For car supplies, . . . .	6,220.73
For damages, losses, and gratuities to property and persons, . . . .	7,523.58
For insurance, . . . .	5,349.56
For salaries and wages not included above, . . . .	19,707.24
For repairs electric plant, . . . .	448.31
For repairs steam plant, . . . .	6,265.21
For repairs wagons, . . . .	677.38
For repairs tools and machinery, . . . .	318.18
Total operating expenses, . . . .	388,641.38
Net earnings, . . . .	\$188,351.23

**Total Receipts and Expenditures.****STATEMENT OF RECEIPTS FROM ALL SOURCES.**

Cash on hand at date of last report, . . . .	\$10,573.89
Bills and accounts receivable at date of last report, . . . .	3,354.57
Receipts from gross earnings, as stated, . . . .	576,992.61
Rent, \$390.08; adv'g, \$1,569.62; interest, \$332.02, . . . .	2,291.72
Debenture bonds, \$27,000; premium, \$825.00, . . . .	27,825.00
Bills payable, \$105,207.45; certificate deposit, \$25,- 000; Newington Tramway stock, \$12,679, . . . .	142,886.45
Horse account, \$619.19; tickets outstanding, \$311.05, . . . .	930.24
Inventory coal, \$1,815.80; supplies, \$2,123.32; voucher account, \$3,609.37, . . . .	7,548.49
Total, . . . .	\$772,402.97

## STATEMENT OF TOTAL EXPENDITURES.

For operating expenses as stated, . . . . .	\$388,641.38
For taxes, . . . . .	33,139.08
For interest, . . . . .	112,246.92
For dividends — number, 2; rate per cent., 3; date . . . . .	
when paid, January and July, . . . . .	12,000.00
For construction account, . . . . .	182,906.44
For equipment account, . . . . .	7,165.52
For property account, . . . . .	6,521.97
For power house, . . . . .	5,311.22
Bills and accounts receivable this date — Conn. Riv. Banking Co., \$2,000; accts. receivable, \$603.76, . . . . .	2,603.76
Cash on hand to balance, . . . . .	21,866.68
Total, . . . . .	\$772,402.97

## Comparative General Balance Sheet.

Total, Sept. 30, 1896.	Assets.	Total, Sept. 30, 1897.	Increase Year ending Sept. 30, 1897.	Decrease Year ending Sept. 30, 1897.
\$1,328,095.92	Construction account, . . . . .	\$1,497,582.40	\$169,486.48	.....
472,020.05	Equipment account, . . . . .	479,185.57	7,165.52	.....
284,720.62	Power house, . . . . .	290,031.84	5,311.22	.....
28,222.27	Horses, . . . . .	1,640.81	.....	\$26,581.46
333,067.84	Real estate, . . . . .	339,589.81	6,521.97	.....
12,975.00	Newington Tramway st'k, . . . . .	296.00	.....	12,679.00
18,557.62	Materials on hand, . . . . .	14,618.50	.....	3,939.12
27,000.00	Certificate of deposit, . . . . .	2,000.00	.....	25,000.00
1,049.50	Newington Tramway Co., . . . . .	.....	.....	1,049.50
305.07	Htfd. St. Sprinkler Co., . . . . .	.....	.....	305.07
.....	Accounts receivable, . . . . .	603.76	603.76	.....
.....	Unexpired ins. premium, . . . . .	1,481.22	1,481.22	.....
10,573.89	Cash on hand, . . . . .	21,866.68	11,292.79	.....
\$2,516,587.78	Total, . . . . .	\$2,648,896.59	\$201,862.96	\$69,554.15

Total, Sept. 30, 1896.	Liabilities.	Total, Sept. 30, 1897.	Increase Year ending Sept. 30, 1897.	Decrease Year ending Sept. 30, 1897.
\$200,000.00	Capital stock, . . . . .	\$200,000.00	.....	.....
1,950,000.00	Bonds payable, or funded debt, . . . . .	1,977,000.00	\$27,000.00	.....
186,792.55	Bills payable, or unfunded debt, . . . . .	292,000.00	105,207.45	.....
19,693.50	Accounts payable, . . . . .	23,302.87	3,609.37	.....
.....	Accrued interest, . . . . .	18,821.78	18,821.78	.....
.....	Accrued taxes, . . . . .	31,613.96	31,613.96	.....
.....	Tickets outstanding, . . . . .	311.05	311.05	.....
160,101.73	Profit and loss, . . . . .	105,846.93	.....	\$54,254.80
\$2,516,587.78	Total, . . . . .	\$2,648,896.59	\$186,563.61	\$54,254.80

**Inventory of Equipment, September 30, 1897.**

Number of enclosed cars owned, . . . . .	77
Equipped with electric motors, . . . . .	77
Number of open cars owned, . . . . .	85
Equipped with electric motors, . . . . .	85
Number of electric motors owned, . . . . .	380
Number of electric cars equipped with fenders (Providence fenders), . . . . .	162
Number of electric snow-plows owned (plows, 8, sweepers, 10), . . . . .	18
Number of horses owned, . . . . .	19
Number of other vehicles, 3 tower wagons, 3 truck wagons.	

**Amount of Business, etc.**

Total number of miles run during the year, . . . . .	2,952,291
Total number of passengers carried during the year, . . . . .	11,732,630
Total number of round trips for the year, . . . . .	390,561
Number of persons regularly employed by the company, . . . . .	520
Rates of fare, . . . . .	5, 10, 15, and 20 cents.

**Description of Road Owned and Operated.**

Length of railway owned, measured as single track, exclusive of sidings, switches, etc., . . . . .	65.638 miles.
Aggregate length of sidings, switches, etc., . . . . .	6.152 miles.
Total length of railway owned, measured as single track, including sidings, switches, etc., . . . . .	71.790 miles.
Length of railway owned by other companies, measured as single track, exclusive of sidings, switches, etc., which this company operates or runs its cars over, . . . . .	4.623 miles.
*Total length of railway operated, whether owned by this or other companies, . . . . .	70.261 miles.
*Length of railway operated wholly by electric power, . . . . .	65.638 miles.
Description of rail used, and weight per yard : 72-90 lbs. girder; 45-58-70 lbs. T.	
Name of overhead electric system adopted, and whether single or double trolley, . . . . .	Single.
Average speed and maximum speed at which electric cars are run, . . . . .	6-8-10 miles.
Description of the several lines owned and operated by the Hartford Street Railway Company:	
Wethersfield Line—From Broad street in the town of Wethersfield, through Main, High, and Prison streets, and Hartford avenue; in the city of Hartford, through Wethersfield avenue, Main street, and Windsor avenue, to the town line of Windsor.	
Main Street Line—From Union Grove through Wethersfield avenue, Main street, and Windsor avenue to Capen street.	
Asylum Avenue Line—From City Hall Square through Asylum street and Asylum avenue to Woodland street.	
Farmington Avenue Line—From City Hall Square through Asylum street and Farmington avenue to West Hartford Center.	

\* Measured as single track, exclusive of sidings, switches, etc.

- Parkville Line**—From City Hall Square through Asylum, Ford, and Trinity streets, Capitol avenue, Laurel and Park streets to Prospect avenue.
- Ashley Street Line**—From City Hall Square through Asylum, Garden, and Ashley streets to Woodland street.
- Retreat Avenue Line**—From Vernon Street Depot through Vernon street, Retreat avenue, Main street, Albany avenue to Vine street.
- Broad Street Line**—From Vernon Street Depot through Broad, Park, Lafayette, Trinity, and Pearl streets to City Hall.
- Cedar Hill and Blue Hills Line**—From Cedar Hill Cemetery through Fairfield and New Britain avenues, Washington street, Retreat avenue, Main street, Albany and Blue Hills avenues to St. Benedict's Cemetery.
- Zion Street Line**—From City Hall Square through Asylum, Ford, Trinity, Lafayette, Park, and Zion streets to the Stone Pits.
- New Park Avenue Line**—From City Hall Square through Asylum, Ford, and Trinity streets, Capitol avenue, Laurel, and Park streets, and New Park avenue to Prospect avenue.
- Windsor Line**—From City Hall Square through Main street, Windsor avenue, through Windsor and Poquonock to Rainbow.
- South Windsor Line**—From City Hall Square through Main and Morgan streets, across Connecticut River, through State avenue and Main street, East Hartford, through South Windsor to East Windsor Hill.
- Glastonbury Line**—From City Hall Square through Main and Morgan streets, across Connecticut River, through State avenue and Main street, East Hartford, through Hockanum and North Glastonbury to South Glastonbury.
- Burnside Line**—From City Hall Square through Main and Morgan streets, across Connecticut River, through State avenue, Main street, and Burnside avenue, East Hartford, to Burnside.
- New Britain Line**—From City Hall Square through Main street, Retreat avenue, Washington street, New Britain and Newington avenues to Newington Church.
- Description of the line owned by the Central Railway & Electric Company and operated by this Company:
- New Britain Line**—From Newington Church through Newington street, and Back Lane in Newington, through Jubilee, Chestnut, and Main streets to Central Park in New Britain.

**List of All Accidents during the Year ending September 30, 1897.**

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	..	15	..	7	..	22
Employees, . . .	1	8	1	1	2	9
Other persons, . . .	..	..	..	11	..	11
Total, . . .	1	23	1	19	2	42



## Statement of Each Accident.

1896.

October 1st. Mrs. Estlow tried to jump from a moving Parkville car on Central Row and received a bad fall, striking on her head on pavement.

November 3d. A man stepped off car at Evergreen street before it stopped, and fell on ground. Slight bruises on nose and hand.

1897.

January 7th. A West Hartford car struck wagon driven by deaf woman, Jennie Chaffee. Wagon wheels broken, and woman cut slightly on head.

January 31st. Morris Bloch, driving in sleigh in center of car-track, was struck by Windsor car. The sleigh was broken and man injured.

March 28th. Wm. O'Niell was standing on rear platform, leaning against controller, hands in pocket, fell off car when it struck a curve. Knee slightly injured.

April 8th. Two men drove across track on Main street in front of car. Car struck team and threw one man out and broke one wheel. One man was P. S. Zimmerman.

April 8th. Lizzie Green tried to get on a car on Main street before it stopped, but slipped from the step and fell to the ground.

April 24th. A man, Hugh Hunter, signaled for car to stop at Laurel street, but jumped off before it stopped. He was quite badly injured.

April 25th. Conductor Galer stepped out on inside foot-board to pull down curtains. He swung out and was hit by another car. He was knocked off and head cut.

May 10th. Horace Taylor, conductor, was on wrong side of car giving out transfers. As another car came along he swung himself out and was struck by the other car. He was knocked off and head hurt.

May 11th. A man named Foley jumped from a moving car on Main street. He was unconscious when picked up.

May 22d. Mrs. Griswold got up and walked out of car that had just started without giving signal, and jumped off, and fell.

June 4th. Blue Hills car found man on Blue Hills avenue sitting by track with mashed hand. It was not known which car struck him.

June 6th. A lady, Mrs. Emma Dibble, gave signal for car to stop, but did not wait for car to stop, and stepped off. She said she was hurt and walked away.

June 9th. Car struck a cow belonging to Mr. Seymour on Fairfield avenue.

June 12th. Robert Dutton walking on south track stepped on to north track in front of north bound car just in time for fender to strike a pail he carried.

June 20th. Two Blue Hills avenue cars collided on Blue Hills avenue near Albany avenue. Nine people were slightly injured, some of them being hurt by jumping off the car.

June 24th. A South Windsor car ran over a man who was lying on the track in South Windsor. He died from the injuries. This was at 11.10 P.M.

July 5th. Wm. Collins lying in grass by car tracks asleep and drunk, was struck by car on Burnside avenue and injured.

July 16th. A little girl, Fannie Kodisky, ran across track in front of car on Market street. She was struck by fender, knocked down, and leg hurt.

July 17th. Workmen's car collided with regular car on a curve at foot of hill on New Britain avenue. One man was killed and seven or eight slightly injured.

July 25th. Blue Hills car ran into rear of another Blue Hills car near Blue Hills Cemetery. Four people were slightly hurt, one jumping off the car.

July 28th. Mr. Frisbie tried to board moving car on Asylum street where sewer was being dug. Step was up and he slipped off and fell into sewer.

August 19th. A young man who claimed he was deaf, drove on to track in front of car. Car struck horse and broke leg.

August 27th. A man, Mr. Treat, drove on track in front of car in East Hartford. He was deaf. Car struck wagon, threw him off, and injured him.

August 29th. A car ran into another car on Retreat avenue. A baby held by mother had its mouth hurt.

September 1st. H. J. Dalton walked in front of Farmington avenue car. Struck by car and leg broken.

September 7th. Two lights exploded on New Park avenue car. A lady and daughter on the car jumped off. The little girl was injured and unconscious.

September 8th. E. Morris drove in front of car on Main street. Car struck team throwing driver off. Cart wheel went over his head and cut it.

There were also several slight accidents or mishaps during the past year resulting in no serious injury to person or damage to property, of which no record is made.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

E. S. GOODRICH,  
*President.*

D. R. HOWE,  
*Treasurer.*

STATE OF CONNECTICUT, }  
COUNTY OF HARTFORD, } ss.

HARTFORD, October 16, 1897.

Then personally appeared the above-named E. S. Goodrich, President, and D. R. Howe, Treasurer, of the Hartford Street Railway Company, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

E. HENRY HYDE, JR.,  
*Notary Public.*

# HARTFORD & WEST HARTFORD HORSE RAILROAD COMPANY.

## History.

Name of company making this report? Hartford & West Hartford Horse Railroad Company.

Date of organization? November 23, 1892.

Under laws of what State organized? Connecticut.

## Name and Address of Principal Officers.

President,	.	.	.	.	DAVID HENNEY.
Superintendent,	.	.	.	.	THOS. L. MCCORMACK.
Corporation Clerk,	.	.	.	.	W. J. CARROLL.

## Name and Residence of Directors last Elected.

DAVID HENNEY,	.	.	.	.	Unionville, Conn.
SAMUEL FRISBIE,	.	.	.	.	" "
ERASTUS GAY,	.	.	.	.	Farmington, "
W. E. GOODWIN,	.	.	.	.	West Hartford, Conn.
H. B. GOODWIN,	.	.	.	.	" "
J. B. HENNEY,	.	.	.	.	Hartford, "
W. F. HENNEY,	.	.	.	.	" "

## General Information.

### CAPITAL STOCK.

Capital stock authorized by charter,	.	.	.	.	\$1,000,000.00
Capital stock authorized by vote of company,	.	.	.	.	247,000.00
Capital stock issued, 2,470 full shares of \$100 each,	.	.	.	.	247,000.00
Stock issued for cash,	.	.	.	.	247,000.00
Amount of stock held in Connecticut,	.	.	.	.	227,000.00
Number of stockholders residing in Connecticut, 13.					
Whole number of stockholders, 14.					

### BONDS OR FUNDED DEBT.

First mortgage due, 1924.					
Amount of authorized issue,	.	.	.	.	\$315,000.00
Amount issued,	.	.	.	.	279,000.00

Amount outstanding, . . . . .	\$279,000.00
Cash realized on amount issued, . . . . .	231,275.44
Interest — Rate, 5 per cent.	
When payable, February 1st and August 1st.	
Amount accrued during year, . . . . .	10,050.00
Amount paid during year, . . . . .	4,742.22
State all miscellaneous obligations, . . . . .	48,511.37

MEMORANDUM.—On page 5 the item of bond suspense of \$45,924.56 is an item which is not yet disposed of. We expect to realize cash on a large part of this amount during the current year, and until the matter was definitely settled we carried it in bond suspense account.

On page 7 the equipment account has been increased during the year by the purchase of extra armatures, field pieces, and all parts of motors of all kinds and sizes, and parts of other equipment, which are carried in stock as duplicate in cases of accident to any part of the machinery. It is made up of small and large articles, which items would make a very long report.

#### Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during Year, not included in Operating Expenses, charged to Construction or Equipment.	Total Cost to Sept. 30, 1896.	Total Cost to Sept. 30, 1897.	Cost per Mile on 9.7 Miles.
Construction, . . . . .		\$365,849.77	\$355,199.85	\$36,618.54
Other real estate, . . . . . \$200.00		18,638.06	18,838.06	1,942.07
Fences, . . . . .		827.73	827.73	85.33
Bridges and trestles, . . . . .		10,000.00	10,000.00	1,030.93
Furniture and fixtures, . . . . .		136.90	136.90	14.11
Shop machinery and tools, . . . . . 9.95		461.37	471.32	48.59
Engineering expenses, . . . . .		6,000.00	6,000.00	618.56
Bond suspense, . . . . . 45,924.56			45,924.56	4,734.49
Discount on securities sold for construction, . . . . .		1,800.00	1,800.00	185.57
New electric power station building, including machinery, etc., . . . . . 22,246.93		13,239.01	35,485.94	3,658.34
Total construction, . . . . .	\$68,381.44	\$416,952.84	474,684.36	\$48,936.53
Total equipment, . . . . .	\$12,031.89	\$77,527.62	\$89,559.51	\$9,232.94
Grand Total cost, construction, equipment, etc. }	\$80,413.33	\$494,480.46	\$564,243.87	\$58,169.47



## Earnings and Expenses.

## STATEMENT OF GROSS EARNINGS.

From passenger transportation, . . . .	\$38,061.65	
From freight transportation, . . . .	3,439.50	
From United States mails, . . . .	587.78	
Total gross earnings, . . . .		\$42,088.93

## STATEMENT OF OPERATING EXPENSES.

For repairs of roadbed and track, . . . .	\$2,242.90	
For repairs of buildings and fixtures, . . . .	29.39	
For repairs of electric line construction, . . . .	86.04	
For removal of snow and ice, . . . .	123.62	
For repairs of cars, . . . .	645.13	
For repairs of electric equipment of cars, . . . .	468.08	
For electric motive power, . . . .	4,037.08	
For wages and compensation of persons employed in conducting transportation, . . . .	11,584.48	
For damages, losses, and gratuities to property, . . . .	151.61	
For insurance, . . . .	228.00	
For salaries and wages not included above, . . . .	652.37	
For rent of Hartford St. Railway Co., . . . .	9,159.12	
For general expenses, . . . .	2,436.69	
* For other operating expenses:		
Advertising, \$106.50; oil and waste, \$177.62; water, \$267.00; rent, \$521.62; printing and stationery, \$62.10; fuel, \$1,716.09; generator repairs, \$217.49, . . . .	2,804.09	
For expense and freight account, . . . .	423.08	
Total operating expenses, . . . .		35,071.68
Net earnings, . . . .		\$7,017.25

## Total Receipts and Expenditures.

## STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report, . . . .	\$302.95	
Bills and accounts receivable at date of last report, . . . .	8,857.03	
Receipts from gross earnings as stated, . . . .	42,088.93	
Receipts from other sources:		
Sale of bonds, . . . .	174,000.00	
Sale of wire, . . . .	10,649.92	
Insurance, . . . .	338.50	
Total, . . . .		\$236,237 33

\* In this amount is included item \$1,333.63, which has been held in suspense since 1894, and we charge same to general expense this year.

## STATEMENT OF TOTAL EXPENDITURES.

For operating expenses (as stated), . . . . .	\$35,071.68
For taxes, . . . . .	2,386.13
For interest, . . . . .	4,742.22
For equipment account, . . . . .	12,031.89
For property account, . . . . .	925.04
For any other purpose:	
Power-house, . . . . .	22,246.93
Bond suspense, . . . . .	45,924.56
Bills payable, . . . . .	99,431.95
Bills and accounts receivable this date, . . . . .	12,795.11
Cash on hand to balance, . . . . .	681.82
Total, . . . . .	\$236,237.33

## Comparative General Balance Sheet.

Total, Sept. 30, 1896.	Assets.	Total, Sept. 30, 1897.	Increase Year ending Sept. 30, 1897.	Decrease Year ending Sept. 30, 1897.
\$373,649.77	Construction account, . . . . .	\$362,999.85		\$10,649.92
77,527.62	Equipment account, . . . . .	89,559.51	\$12,031.89	
10,000.00	Bridge and approaches, . . . . .	10,000.00		
18,638.06	Real estate, . . . . .	18,838.06	200.00	
827.73	Fence, . . . . .	827.73		
461.37	Tools, . . . . .	471.32	9.95	
136.90	Furniture and fixtures, . . . . .	136.90		
13,239.01	Generators and foundations, . . . . .			13,239.01
2,500.00	Materials on hand, . . . . .	3,215.09	715.09	
8,857.03	Accounts receivable, . . . . .	12,795.11	3,938.08	
338.50	Insurance, . . . . .			338.50
	Power-house, . . . . .	35,485.94	35,485.94	
	Bond expense, . . . . .	45,924.56	45,924.56	
302.95	Cash on hand, . . . . .	681.82	378.87	
\$506,478.94	Total, . . . . .	\$580,935.89	\$98,684.38	\$24,227.43

Total, Sept. 30, 1896.	Liabilities.	Total, Sept. 30, 1897.	Increase Year ending Sept. 30, 1897.	Decrease Year ending Sept. 30, 1897.
\$247,000.00	Capital stock, . . . . .	\$247,000.00		
105,000.00	Bonds payable, or funded debt, . . . . .	279,000.00	\$174,000.00	
121,067.06	Bills payable, or unfunded debt, . . . . .	21,574.80		\$99,492.26
12,528.77	Accounts payable, . . . . .	12,589.08	60.31	
14,347.49	Special account, . . . . .	14,347.49		
6,535.62	Profit and loss, . . . . .	6,424.52		111.10
\$506,478.94	Total, . . . . .	\$580,935.89	\$174,060.31	\$99,603.36

## Inventory of Equipment, September 30, 1897.

Number of enclosed cars owned,	8
Equipped with electric motors,	8
Number of open cars owned,	13
Equipped with electric motors,	13
Number of electric motors owned, with extra parts all sizes and makes,	44
Number of electric cars equipped with fenders,	16
Number of electric snow-plows owned,	2
Number of horses owned,	2
Number of harnesses (pairs of),	2
Number of other vehicles,	3
Freight cars,	2

## Amount of Business, etc.

Total number of miles run during the year,	249,062
Total number of passengers carried during the year,	514,760
Total number of round trips for the year,	8,895
Number of persons regularly employed by the company, average,	27
Rates of fare: 5, 7½, 8, 10, 15, 20. The 7½ and 8 cent fares are for commutation books only.	

## Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc.,	9.7 miles.
Aggregate length of sidings, switches, etc.,	.8 "
Total length of railway owned, measured as single track, including sidings, switches, etc.,	10.5 "
Aggregate length of track owned which is paved,	.5 "
Length of railway owned by other companies, measured as single track, exclusive of sidings, switches, etc., which this company operates or runs its cars over,	3.6 "
* Total length of railway operated, whether owned by this or other companies,	13.3 "
* Length of railway operated wholly by electric power,	13.3 "
Description of rail used, and weight per yard: Tee rail, 65 lbs.	
Name of overhead electric system adopted, and whether single or double trolley: Single trolley.	
Average speed and maximum speed at which electric cars are run: Average, 12 miles, maximum 15 miles per hour.	
Description of the several railway lines owned and operated by this company: From West Hartford, along Farmington Avenue, and private right-of-way to Farmington and Unionville, with necessary turnouts, side tracks, etc.	
Description of the several railway lines owned by other companies and operated by this company: By contract with Hartford Street Railway Co. cars are run over this line from West Hartford Center to and from the City Hall, Hartford.	

\* Measured as single track, exclusive of sidings, switches, etc.

## List of all Accidents during the Year ending September 30, 1897.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	..	..	..	1	..	1
Employes, . . .	..	..	..	..	..	..
Other persons, . . .	..	..	..	1	..	1

## Statement of Each Accident.

June. Man had foot injured by lying, when under the influence of liquor, with one foot on track. It was in the evening, and motorman did not see him in time to prevent accident.

July. Woman thought a collision inevitable, so she jumped from car while in motion, and injured her shoulder.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

DAVID HENNEY,  
*President and Treasurer.*

STATE OF CONNECTICUT, }  
HARTFORD COUNTY, } ss.

HARTFORD, October 30, 1897.

Then personally appeared the above-named David Henney, and made oath that the foregoing certificate, by him subscribed, is true.

WILLIAM H. POND,  
*Notary Public.*



# MERIDEN ELECTRIC RAILROAD COMPANY.

## History.

Name of company making this report ? Meriden Electric Railroad Company.  
Date of organization ? August 14, 1886, as Meriden Horse Railroad Company.

Name changed to Meriden Electric Railroad Company by act of Legislature,  
January Session, 1895.

Under laws of what State organized ? Connecticut.

House Joint Resolution No. 217, January Session, 1886. Senate Joint Resolution No. 327, January Session, 1893. Substitute for Senate Bill No. 34 and Senate Joint Resolution No. 106, January Session, 1895.

## Name and Address of Principal Officers.

President,	N. H. HEFT,	New Haven, Conn.
Superintendent,	W. P. BRISTOL,	Meriden, "
Treasurer,	WM. L. SQUIRE,	New Haven, "

## Name and Residence of Directors Last Elected.

JOHN L. BILLARD,	.	.	.	.	Meriden,	Conn.
JOHN C. BYXBEE,	.	.	.	.	"	"
E. J. DOOLITTLE,	.	.	.	.	"	"
JOHN M. HALL,	.	.	.	.	New Haven,	"
N. H. HEFT,	.	.	.	.	Bridgeport,	"
JOHN W. MIX,	.	.	.	.	Yalesville,	"
CHARLES L. ROCKWELL,	.	.	.	.	Meriden	"

## General Information.

### CAPITAL STOCK.

Capital stock authorized by charter,	.	.	.	.	\$1,000,000.00
Capital stock authorized by vote of company,	.	.	.	.	1,000,000.00
Capital stock issued, 10,000 full shares of \$100 each,	.	.	.	.	1,000,000.00
Stock issued for cash,	.	.	.	.	80,000.00
For contract for electrical equipment and extension of road,	.	.	.	.	920,000.00
Amount of stock held Connecticut,	.	.	.	.	999,900.00
Number of stockholders residing in Connecticut,	23.				
Whole number of stockholders,	24.				

### BONDS OR FUNDED DEBT.

First mortgage, due October 1, 1911, and January 1, 1924.

Amount of authorized issue, (\$100,000, of which \$15,000 has been canceled; \$500,000, subject to \$85,000 of prior issue net),	.	\$500,000.00
Amount issued,	.	500,000.00
Amount outstanding,	.	500,000.00

Interest — Rate, 5 per cent.

When payable, on \$85,000, April 1 and October 1; on \$500,000,  
January 1 and July 1.

Amount accrued during year, . . . . . \$25,000.00

Amount paid during year, . . . . . 23,875.00

Miscellaneous obligations, . . . . . 105,000.00

**Cost of Road, Equipment, and Permanent Improvements.**

Item.	EXPENDITURES DURING YEAR.		Total Cost to Sept. 30, 1896.	Total Cost to Sept. 30, 1897.
	Included in Operating Expenses.	Charged to Construction or Equip.		
Construction:				
Right of way, . . . . .			\$300.00	\$300.00
Other real estate, . . . . .			461.10	461.10
Grading, and bridge and cul- vert masonry, . . . . .			72,639.53	72,639.53
Buildings, furniture, & fixtures, . . . . .	\$167.10		9,915.16	10,082.26
Engineering expenses, . . . . .			526.16	526.16
Road built by contract, . . . . .			1,235,000.00	1,235,000.00
Extension of tracks, . . . . .	12,318.81			12,318.81
*New electric line construction, . . . . .	1,024.14		14,214.91	15,239.05
New electric power station bldg., inclu. machinery, etc., . . . . .	425.00			3,166.16
General expenses, . . . . .			7,035.41	7,035.41
Cost of road before being elec- trically equipped, . . . . .			173,930.00	173,930.00
Total construction, . . . . .		\$13,935.05	\$1,514,022.27	\$1,530,698.48
Equipment:				
Motors, . . . . .	\$2,000.00		\$8,137.25	\$10,137.25
Passenger cars, . . . . .		\$178.76	17,455.01	17,633.77
Sweepers and snow plows, . . . . .		521.00		
Credits for snow plow sold, . . . . .		1,450.00	4,265.22	3,336.22
Power plant equipment trans- ferred to const'n acct., 1897, . . . . .			2,741.16	
Fenders, . . . . .		630.00		630.00
Park const'n (Hanover Park), . . . . .		2,776.46		2,776.46
Hanover Park construction, permanent property, . . . . .		38,232.86		38,232.86
Total equipment, . . . . .	\$2,000.00	\$40,889.08	\$32,598.64	\$72,746.56
Grand total cost construction, } equipment, etc., }		\$54,824.13	\$1,546,620.91	\$1,603,445.04
Total cost construction per mile, . . . . .				\$90,041.00
Total cost equipment per mile, . . . . .				4,279.00
Grand total cost construction and equipment per mile, . . . . .				\$94,320.00

\* To include poles, wiring, feeder lines, etc.

**Earnings and Expenses.****STATEMENT OF GROSS EARNINGS.**

From passenger transportation, . . . . .	\$101,289.14
From United States mails, . . . . .	160.00
From other sources:	
Advertisers, . . . . .	450.00
Park receipts, . . . . .	9,538.12
Total gross earnings, . . . . .	<u>\$111,437.26</u>

**STATEMENT OF OPERATING EXPENSES.**

For repairs of roadbed and track, . . . . .	\$3,880.84
For repairs of buildings and fixtures, . . . . .	562.91
For repairs of electric line construction, . . . . .	1,266.23
For removal of snow and ice, . . . . .	527.35
For repairs of cars, . . . . .	2,174.50
For repairs of electric equipment of cars, . . . . .	6,332.15
For harnesses, horse-shoeing, veterinary care, provender, and hay (emergency corps), . . . . .	878.59
For electric motive power, including wages engineer and fireman, . . . . .	13,605.71
For wages and compensation of persons employed in conducting transportation, . . . . .	31,873.24
For insurance, . . . . .	6,839.30
For other operating expenses: Repairs trucks, \$1,430.58; repairs power plant, \$680.95; miscellaneous re- pairs, \$894.45; park maintenance, \$1,727.80; office expenses, \$3,480.22; legal expenses, \$397.11; mis- cellaneous expenses, \$1,537.03; operating park, \$11,808.43, . . . . .	<u>21,956.57</u>
Total operating expenses, . . . . .	<u>\$89,897.39</u>
Net earnings, . . . . .	<u>\$21,539.87</u>

**Statement of the Costs of Betterments Charged to Operating Expense Account.**

Armatures of an improved pattern, \$2,000; charged to repairs motors or electrical equipment.

**Total Receipts and Expenditures.****STATEMENT OF RECEIPTS FROM ALL SOURCES.**

Cash on hand at date of last report, . . . . .	\$1,060.34
Receipts from gross earnings as stated, . . . . .	111,437.26
Receipts from other sources: Rents, \$73.75; Rebates, \$285.74; loans, \$19,000; old material sold, \$2,063.94, . . . . .	21,423.43—\$133,921.03
Bills and accounts payable, . . . . .	<u>44,833.46</u>
Total, . . . . .	<u>\$178,754.49</u>

## STATEMENT OF TOTAL EXPENDITURES.

For operating expenses, . . . . .	\$89,897.39	
For taxes, . . . . .	5,274.00	
For interest, . . . . .	23,875.00	
For construction account, . . . . .	13,342.95	
For equipment account, . . . . .	1,329.76	
For property account, . . . . .	41,601.42	
For other purposes:		
Injuries to persons, . . . . .	1,767.54	
Injuries to property, . . . . .	32.52	
Cash on hand to balance, . . . . .	3,083.91--	\$180,204.49
Less credit to equipment account for plow sold, . . . . .		1,450.00
Total, . . . . .		\$178,754.49

## Comparative General Balance Sheet.

Total, Sept. 30, 1896.	Assets.	Total, Sept. 30, 1897.	Increase Year ending Sept. 30, 1897.	Decrease Year ending Sept. 30, 1897.
\$1,514,022.27	Construction account, . . . . .	\$1,530,698.48	\$16,676.21	.....
32,598.64	Equipment account, . . . . .	31,737.24	.....	\$861.40
38,232.86	Hanover Park, . . . . .	41,009.32	2,776.46	.....
.....	Materials on hand, . . . . .	1,126.72	1,126.72	.....
313.43	Accounts receivable, . . . . .	.....	.....	313.43
50.00	Cashier's contingency fund, . . . . .	61.69	11.69	.....
.....	Hanover Park contingency fund, . . . . .	90.99	90.99	.....
177.50	Park rental, . . . . .	177.50	.....	.....
385.26	Fire insurance, . . . . .	363.46	.....	21.80
.....	Suspense account, . . . . .	260.00	260.00	.....
1,060.30	Cash on hand, . . . . .	3,083.91	2,023.61	.....
7,553.81	Profit and Loss, . . . . .	42,329.81	34,776.00	.....
\$1,594,394.07	Grand Total, . . . . .	\$1,650,939.12	\$57,741.68	\$1,196.63

Total, Sept. 30, 1896.	Liabilities.	Total, Sept. 30, 1897.	Increase Year ending Sept. 30, 1897.	Decrease Year ending Sept. 30, 1897.
\$1,000,000.00	Capital stock, . . . . .	\$1,000,000.00	.....	.....
500,000.00	Bonds payable, or funded debt, . . . . .	500,000.00	.....	.....
86,000.00	Bills payable, or unfunded debt, . . . . .	105,000.00	\$19,000.00	.....
3,213.34	Accounts payable, . . . . .	9,173.92	5,960.58	.....
.....	Interest accrued, bills payable, . . . . .	10,041.92	10,041.92	.....
.....	Interest accrued, bonds, . . . . .	17,687.56	17,687.56	.....
3,889.70	Accident insurance sinking fund, . . . . .	7,744.69	3,854.99	.....
1,291.03	Special accounts, . . . . .	1,291.03	.....	.....
\$1,594,394.07	Grand Total, . . . . .	\$1,650,939.12	\$56,545.05	.....



**Inventory of Equipment, September 30, 1897.**

Number of enclosed cars owned, . . . . .	22
Equipped with electric motors, . . . . .	22
Number of open cars owned, . . . . .	25
Number of electric motors owned, . . . . .	53
Number of electric cars equipped with fenders, . . . . .	22
Number of electric snow-plows owned, 3; 1 electric sweeper.	
Number of horses owned, . . . . .	2
Number of harnesses, 1 double; 1 single.	
Number of sleighs, . . . . .	1
Number of other vehicles, 2 light wagons.	
Other articles of equipment, viz.: 1 tower wagon; 1 sand car; 1 gravel car; 1 horse-sweeper.	

**Amount of Business, etc.**

Total number of miles run during the year, . . . . .	601,769.50
Total number of passengers carried during the year, . . . . .	2,088,180
Total number of round trips for the year, . . . . .	No record.
Number of persons regularly employed by the company, . . . . .	78
Rates of fare: Five cents local in Meriden, Yalesville, and Wallingford.	
Ten cents Meriden to Yalesville.	
Fifteen cents Meriden to Wallingford.	

**Description of Road Owned and Operated.**

Length of railway owned, measured as single track, exclusive of sidings, switches, etc., . . . . .	17 miles.
Aggregate length of sidings, switches, etc., . . . . .	.5 "
Total length of railway owned, measured as single track, including sidings, switches, etc., . . . . .	17.5 "
Aggregate length of track owned which is paved, . . . . .	.7 "
* Total length of railway operated, whether owned by this or other companies, . . . . .	17 "
* Length of railway operated wholly by electric power, . . . . .	17 "
Description of rail used, and weight per yard: 35 and 40-lb. T; 50, 56, and 70-lb. steel T; 90-lb. steel girder.	
Name of overhead electric system adopted, and whether single or double trolley: General electric, single trolley.	
Average speed and maximum speed at which electric cars are run: Average, 8 miles; maximum, 12 miles.	
Description of the several railway lines owned and operated by this company: Colony and East Main Streets, Broad and Curtis Streets, Pratt and West Main Streets, and Hanover Street in the city of Meriden, and from Meriden <i>via</i> Yalesville to Wallingford; also a line on Curtis Street in Wallingford.	

\* Measured as single track, exclusive of sidings, switches, etc.

## List of All Accidents during the Year ending September 30, 1897.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	..	..	..	3	..	3
Employes, . . .	..	1	..	2	..	3
Other persons, . .	..	..	..	1	..	1

## Statement of Each Accident.

R. S. Austin, Wallingford, Conn. Car ran off track; Mr. Curtis jumped up from seat to see what the trouble was, and when car struck the curb was thrown against stove; hand hurt. October 2, 1896.

John Banahan, employe, lineman, called driver up on tower; horses ran, throwing him to the ground; head cut. November 25, 1896.

Valentine Foran, employe, driver, left horses alone and went up on tower; horses ran, throwing him to the ground; shoulder dislocated. November 25, 1896.

Archie McGonnigle, Meriden, Conn., intoxicated and noisy, was ejected from car, after which he fell down embankment; skull fractured. February 7, 1897.

John Barry, employe, during ice-storm climbed on top of snow-plow to straighten trolley pole, slipped, and fell to the ground; head and shoulder bruised. February 12, 1897.

Wm. Beasley, Jr., Meriden, Conn., stealing ride; when conductor asked for fare, he jumped from the car; head cut. May 31, 1897.

Dr. J. D. McGaughey, Wallingford, Conn., stepped from car while it was in motion; dragged a short distance; knee bruised. April 20, 1897.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

N. H. HEFT,  
*President.*

W. L. SQUIRE,  
*Treasurer.*

STATE OF CONNECTICUT, }  
COUNTY OF NEW HAVEN, } ss.

NEW HAVEN, November 16, 1897.

Then personally appeared the above-named N. H. Heft and W. L. Squire and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

A. S. MAY,  
*Notary Public.*

# MIDDLETOWN STREET RAILWAY COMPANY.

## History.

Name of company making this report? The Middletown Street Railway Company.

Date of organization? February 12, 1894.

Under laws of what State organized? Connecticut.

## Name and Address of Principal Officers.

President,	JOHN M. DOUGLAS.
Vice-President,	ABEL C. ALLISON.
General Manager,	E. W. GOSS.
Superintendent,	E. W. GOSS.
Treasurer,	JAMES K. GUY.
Corporation Clerk,	JAMES K. GUY.

## Name and Residence of Directors Last Elected.

JOHN M. DOUGLAS,	Middletown, Conn.
ABEL C. ALLISON,	" "
GEORGE D. CHAPMAN,	" "
JAMES K. GUY,	" "
ISRAEL A. KELSEY,	West Haven, "
S. HARRISON WAGNER,	New Haven, "
WALTER F. FORD,	Boston, Mass.

## General Information.

### CAPITAL STOCK.

Capital stock authorized by charter,	\$150,000.00
Capital stock authorized by vote of company,	75,000.00
Capital stock issued, 3,000 full shares of \$25 each,	75,000.00
Amount of stock held in Connecticut,	37,525.00
Number of stockholders residing in Connecticut,	24.
Whole number of stockholders,	35.

### BONDS OR FUNDED DEBT.

First mortgage due, 1915,	\$90,000.00
Amount of authorized issue,	150,000.00
Amount issued,	90,000.00
Amount outstanding,	90,000.00
Interest—Rate, 5 per cent.	
When payable, 1915.	
Bills payable,	2,600.00

## Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during Year not included in Operating Expenses, charged to Construction or Equipment.	Total Cost to Sept. 30, 1896.	Total Cost to Sept. 30, 1897.	Cost per Mile.
Construction, . . . . .	.....	\$149,406.06	.....	.....
Buildings, furniture, and fixtures, . . . . .	\$173.31	.....	.....	.....
Total construction, . . . .	\$173.31	\$149,406.06	\$149,579.87	\$35,195.14
Total equipment, . . . . .	173.31	140,776.06	140,949.37	33,164.55
Grand total cost construction, } equipment, etc., }	.....	\$290,182.12	\$290,528.74	\$68,359.69

## Earnings and Expenses.

## STATEMENT OF GROSS EARNINGS.

From passenger transportation, . . . . .	\$21,328.39
From United States mails, . . . . .	19.50
From rents, . . . . .	100.00
From advertising, . . . . .	170.00
Total gross earnings, . . . . .	\$21,617.89

## STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track, . . . . .	\$257.75
For repairs of electric line construction, . . . . .	59.50
For removal of snow and ice, . . . . .	95.13
For repairs of cars, . . . . .	581.05
For repairs of electric equipment of cars, . . . . .	261.73
For provender, hay, etc., . . . . .	84.27
For electric motive power, . . . . .	4,756.40
For wages and compensation of persons employed in conducting transportation, . . . . .	5,904.25
For insurance, . . . . .	478.35
For salaries and wages not included above, . . . . .	1,500.00
For printing and stationery, . . . . .	173.09
For oil and waste, . . . . .	23.47
For carhouse expense, . . . . .	1,278.57
For park expense, . . . . .	265.91
For general expense, . . . . .	190.68
Total operating expenses, . . . . .	\$15,910.15
Net earnings, . . . . .	\$5,707.74



**Total Receipts and Expenditures.**

## STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report, . . . . .	\$307.84
Bills and accounts receivable at date of last report, . . . . .	13.86
Receipts from gross earnings as stated, . . . . .	21,617.89
Due for power, . . . . .	588.19
<b>Total, . . . . .</b>	<b>\$22,527.78</b>

## STATEMENT OF TOTAL EXPENDITURES.

For operating expenses (as stated), . . . . .	\$15,910.15
For taxes, . . . . .	1,078.17
For interest, . . . . .	203.15
For construction account, . . . . .	173.31
For inventory, . . . . .	147.15
For other purposes :	
Interest on bonds, . . . . .	4,237.50
Insurance fund, . . . . .	335.00
Bills and accounts receivable this date, . . . . .	32.45
Cash on hand to balance, . . . . .	410.90
<b>Total, . . . . .</b>	<b>\$22,527.78</b>

**Comparative General Balance Sheet.**

Total, Sept. 30, 1896.	Assets.	Total, Sept. 30, 1897.	Increase, Year ending Sept. 30, 1897.	Decrease, Year ending Sept. 30, 1897.
\$140,776.06	Construction and equip- ment account, . . . . .	\$140,949.37	\$173.31	.....
8,500.00	Real estate, . . . . .	8,500.00	.....	.....
130.00	Tool account, . . . . .	130.00	.....	.....
65.00	Horse account, . . . . .	65.00	.....	.....
40.00	Insurance fund, . . . . .	375.00	335.00	.....
199.50	Electrical equipment, . . . . .	76.65	.....	\$122.85
110.95	Materials on hand, . . . . .	144.41	33.46	.....
13.86	Accounts receivable, . . . . .	37.01	23.15	.....
307.84	Cash on hand, . . . . .	410.90	103.06	.....
*17,673.47	Profit and loss account, . . . . .	17,499.85	.....	173.62
<b>\$167,816.68</b>	<b>Total, . . . . .</b>	<b>\$168,188.19</b>	<b>.....</b>	<b>.....</b>

Comparative General Balance Sheet— *Continued.*

Total, Sept. 30, 1896.	Liabilities.	Total, Sept. 30, 1897.	Increase, Year ending Sept. 30, 1897.	Decrease, Year ending Sept. 30, 1897.
\$75,000.00	Capital stock, . . . . .	\$75,000.00	.....	.....
90,000.00	Bonds payable, or funded debt, . . . . .	90,000.00	.....	.....
1,700.00	Bills payable, or unfunded debt, . . . . .	2,600.00	\$900.00	.....
1,116.68	Middletown Electric Light Company, . . . . .	588.19	.....	\$528.49
\$167,816.68	Total, . . . . .	\$168,188.19	.....	.....

\* This is balance or deficiency which existed under horse power.

## Inventory of Equipment, September 30, 1897.

Number of enclosed cars owned, . . . . .	4
Equipped with electric motors, . . . . .	4
Number of open cars owned, . . . . .	9
Equipped with electric motors, . . . . .	4
Number of electric motors owned, . . . . .	16
Number of electric snow-plows owned, . . . . .	1
Number of horses owned, . . . . .	1
Number of harnesses, . . . . .	1
Number of other vehicles, one wagon.	

## Amount of Business, etc.

Total number of miles run during the year, . . . . .	107,426.61
Total number of passengers carried during the year, . . . . .	466,340
Total number of round trips for the year, . . . . .	30,054
Number of persons regularly employed by the company, . . . . .	15
Rates of fare, 5 cents.	

## Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc., . . . . .	4.25 miles.
Aggregate length of sidings, switches, etc., . . . . .	.50 "
Total length of railway owned, measured as single track, includ- ing sidings, switches, etc., . . . . .	4.75 "
* Total length of railway operated, whether owned by this or other companies, . . . . .	4.75 "
* Length of railway operated wholly by electric power, . . . . .	4.75 "
Description of rail used, and weight per yard : T, 50 lbs.	
Name of overhead electric system adopted, and whether single or double trolley: General electric, single trolley.	
Average speed and maximum speed at which electric cars are run : Average, 6 miles ; maximum, 10 miles.	

\* Measured as single track, exclusive of sidings, switches, etc.

## Statement of Each Accident.

No accidents or damages during the year.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

JNO. M. DOUGLAS,  
*President.*

JAMES K. GUY,  
*Treasurer.*

STATE OF CONNECTICUT, }  
COUNTY OF MIDDLESEX, } ss.

MIDDLETOWN, November 1, 1897.

Then personally appeared the above-named John M. Douglas, President, and James K. Guy, Treasurer, of the Middletown Street Railway Company, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me

SHERMAN M. BACON,  
*Justice of the Peace.*

# NEW HAVEN & CENTERVILLE STREET RAILWAY COMPANY.

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## History.

Name of company making this report? New Haven & Centerville Street Railway Company.

Date of organization? August 22, 1893.

Under laws of what State organized? Connecticut, under charter of June 30, 1893.

## Corporate Name and Address of the Company.

New Haven & Centerville Street Railway Company, New Haven, Conn.

## Name and Address of Principal Officers.

President,	.	.	HENRY S. PARMELEE, New Haven.
Superintendent,	.	.	THERON R. HULL, " "
Treasurer,	.	.	LEVERETT CANDEE, " "

## Name and Residence of Directors Last Elected.

HENRY S. PARMELEE,	.	.	.	New Haven, Conn.
SAMUEL HEMINGWAY,	.	.	.	" "
JOHN B. CARRINGTON,	.	.	.	" "
E. HAYES TROWBRIDGE,	.	.	.	" "
GEORGE D. WATROUS,	.	.	.	" "
JAMES S. HEMINGWAY,	.	.	.	" "
WILBUR F. DAY,	.	.	.	" "
SAMUEL E. MERWIN,	.	.	.	" "

## General Information.

### CAPITAL STOCK.

Capital stock authorized by charter,	.	.	.	\$700,000.00
Capital stock authorized by vote of company,	.	.	.	300,000.00
Capital stock issued, 3,000 full shares of \$100 each,	.	.	.	300,000.00
Stock issued in part payment for property and franchise of				
New Haven & Centerville Horse Railroad Co.,	.	.	.	300,000.00



## Amount of stock held in Connecticut:

All purchased and owned by the Fair Haven & Westville Railroad Co., including \$82,000 of the bonds which are now owned by the Fair Haven & Westville Railroad Co. Since January 1, 1897, the New Haven & Centerville Co. has been operated by the Fair Haven & Westville Co., and the accounts are all merged in the reports of that company from January 1, 1897, to September 30, 1897. The interest remaining on the \$283,000 of the bonds is also paid by the Fair Haven & Westville Railroad Co., . . . . .

\$300,000.00

## BONDS OR FUNDED DEBT.

## First mortgage due September 1, 1933.

Amount of authorized issue, . . . . .	\$625,000.00
Amount issued, . . . . .	365,000.00
Amount outstanding, . . . . .	365,000.00
Cash realized on amount issued, . . . . .	365,000.00
Interest—Rate, 5 per cent. March 1st and September 1st.	
Amount accrued during year, . . . . .	4,562.50
Amount paid during year, . . . . .	150.00

## Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during Year not included in Operating Expenses, charged to Construction or Equipment.	Total Cost to Sept. 30, 1896.	Total Cost to Dec. 31, 1896.	Cost per Mile.
*Road built by contract, including equipment, . . . . .	\$400.00	\$190,008.99	\$190,408.99	.....
Total construction and equipment, . . . . .	\$400.00	\$190,008.99	\$190,408.99	\$24,543.56
Under provisions of Sec. 4 of charter and with approval of a judge of the Superior Court there were issued and delivered to Cornelius Pierpont, trustee, in stock, \$300,000, and in bonds, \$225,000, . . . . .	.....	525,000.00	525,000.00	67,672.09
Grand total cost construction, equipment, etc., . . . . .	\$400.00	\$715,008.99	\$715,408.99	\$92,215.65

\* Excluding franchises, property, and buildings of New Haven & Centerville Horse Railroad Company.

**Earnings and Expenses.****STATEMENT OF GROSS EARNINGS.**

From passenger transportation, . . . . .	\$13,588.85	
From other sources :		
Special cars, . . . . .	40.75	
Advertising, . . . . .	52.50	
Sundries, . . . . .	84.33	
Total gross earnings, . . . . .		\$13,766.43

**STATEMENT OF OPERATING EXPENSES.**

For repairs of electric line construction, . . . . .	\$221.96	
For removal of snow and ice, . . . . .	132.10	
For repairs of cars, . . . . .	525.86	
For repairs of electric equipment of cars, . . . . .	217.98	
For electric motive power, . . . . .	2,168.60	
For wages and compensation of persons employed in conducting transportation, . . . . .	4,467.00	
For insurance, . . . . .	293.64	
For salaries and wages not included above, . . . . .	535.00	
For other operating expenses: Sundries, . . . . .	547.84	
Total operating expenses, . . . . .		9,109.98
Net earnings, . . . . .		\$4,656.45

**Total Receipts and Expenditures.****STATEMENT OF RECEIPTS FROM ALL SOURCES.**

Cash on hand at date of last report, . . . . .	\$8,065.75	
Receipts from gross earnings as stated, . . . . .	13,766.43	
Total, . . . . .		\$21,832.18

**STATEMENT OF TOTAL EXPENDITURES.**

For operating expenses (as stated), . . . . .	\$9,109.98	
For taxes, . . . . .	3,585.00	
For interest, . . . . .	150.00	
For construction account, . . . . .	400.00	
Cash on hand to balance, . . . . .	8,587.20	
Total, . . . . .		\$21,832.18

## Comparative General Balance Sheet.

Total, Sept. 30, 1896.	Assets.	Total, Dec. 31, 1896.	Increase Year ending Dec. 31, 1896.	Decrease Year ending Dec. 31, 1896.
\$715,008.99	{ Construction account, incl. franchises and other proper- ty of the New Haven & Cen- terville Horse Railroad Co., purchased under Sec. 4 of charter, . . . . . }	\$715,408.99	\$400.00	.....
8,065.75	{ Cash on hand. (This cash balance was turned over to the Fair Haven & Westville Railroad Co. Jan. 1, 1897, who own all the stock, and have operated the road since) }	8,587.20	521.45	.....
\$723,074.74	Total, . . . . .	\$723,996.19	\$921.45	.....

Total, Sept. 30, 1896.	Liabilities.	Total, Dec. 31, 1896.	Increase Year ending Dec. 31, 1896.	Decrease Year ending Dec. 31, 1896.
\$300,000.00	Capital stock, . . . . .	\$300,000.00	..	.....
365,000.00	{ Bonds payable, or funded debt (\$82,000 of these bonds were purchased Jan. 1, 1897, by the Fair Haven & West- ville Rail'd Co. with money received from an increase of their capital stock), . . . }	365,000.00	.....	.....
150.00	Unpaid coupon account, . . . . .	.....	.....	\$150.00
2,138.95	Income account, . . . . .	.....	.....	2,138.95
55,785.79	Profit and loss, . . . . .	58,996.19	\$3,210.40	.....
\$723,074.74	Total, . . . . .	\$723,996.19	\$3,210.40	\$2,288.95

**Inventory of Equipment, September 30, 1897.**

Number of enclosed cars owned,	10
Equipped with electric motors,	10
Number of open cars owned,	10
Equipped with electric motors,	10
Number of electric motors owned,	20
Number of electric cars equipped with fenders,	20
Number of electric snow-plows owned,	1
Number of horses owned,	1
Number of harnesses (pairs of),	1
Number of other vehicles,	2

**Amount of Business, etc.**

Total number of miles run during the year,	75,102
Total number of passengers carried during the year,	270,590
Total number of round trips for the year,	11,791
Number of persons regularly employed by the company,	33
Rates of fare,	5 cents.

**Description of Road Owned and Operated.**

*Length of railway owned, measured as single track, exclusive of sidings, switches, etc.,	7.758 miles.
Aggregate length of sidings, switches, etc.,	.156 "
Total length of railway owned, measured as single track, including sidings, switches, etc.,	7.914 "
Aggregate length of track owned which is paved,	7.914 "
Length of railway owned by other companies, measured as single track, exclusive of sidings, switches, etc, which this company operates or runs its cars over,	.161 "
†Total length of railway operated, whether owned by this or other companies,	8.075 "
†Length of railway operated wholly by electric power,	8.075 "
Description of rail used, and weight per yard: Tee rail, 7 in., 70 lbs. to yard.	
Name of overhead electric system adopted, and whether single or double trolley: Single trolley.	
Average speed and maximum speed at which electric cars are run: City ordinance not to exceed 10 miles an hour within one mile of City Hall, not to exceed 12 miles an hour beyond one mile of City Hall.	
Description of the several railway lines owned and operated by this company: Starting at the corner of Church and Chapel streets, in the city of New Haven, and occupies Church street to Elm, Elm street to Broadway, Broadway to Dixwell avenue, and Dixwell avenue to Blake's Corners in Hamden; also Shelton avenue from Munson street to City Line.	

\* Same mileage as last year, but there was an error in the measurement on last report.

† Measured as single track, exclusive of sidings, switches, etc.



We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

HENRY S. PARMELEE,  
*President.*

LEVERETT CANDEE,  
*Treasurer.*

STATE OF CONNECTICUT, }  
NEW HAVEN COUNTY, } ss.

NEW HAVEN, November 1, 1897.

Then personally appeared the above-named Henry S. Parmelee, President, and Leverett Candee, Treasurer, of the New Haven & Centerville Street Railway Co., New Haven, Connecticut, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

JAMES D. DEWELL, JR.,  
*Justice of the Peace.*

# THE NEW HAVEN STREET RAILWAY COMPANY.

## History.

Name of company making this report? The New Haven Street Railway Company.

Date of organization? August 19, 1893.

Under laws of what State organized? State of Connecticut, House Joint Resolution No. 525, passed at January session, 1893.

It is not a consolidated company.

## Corporate Name and Address of the Company.

The New Haven Street Railway Company, New Haven, Conn.

## Name and Address of Principal Officers.

President,	DAVID COREY,	New Haven, Conn.
Vice-President,	CHARLES A. WARREN,	" "
General Manager,	G. A. W. DODGE,	" "
Superintendent,	EUGENE H. MATHER,	" "
Treasurer,	G. A. W. DODGE,	" "
Corporation Clerk,	G. A. W. DODGE,	" "

## Name and Residence of Directors Last Elected.

THOMAS S. KRUTZ,	.	.	.	.	New York City.
DAVID COREY,	.	.	.	.	New Haven, Conn.
S. HARRISON WAGNER,	.	.	.	.	" "
W. J. ATWATER,	.	.	.	.	" "
JAMES J. LAWTON,	.	.	.	.	" "
CHARLES A. WARREN,	.	.	.	.	" "
ELI WHITNEY,	.	.	.	.	" "
GEORGE A. W. DODGE,	.	.	.	.	" "
THOMAS M. WALLER,	.	.	.	.	New London, Conn.

## General Information.

### CAPITAL STOCK.

Capital stock authorized by charter,	.	.	.	.	\$1,250,000.00
Capital stock authorized by vote of company,	.	.	.	.	1,000,000.00
Capital stock issued, 10,000 full shares of \$100 each,	.	.	.	.	1,000,000.00
Stock issued without any cash payment thereon, or in any manner or for any purpose not named above: The stock of this company was issued for the purchase of roads from other companies, for reconstruction, and electrical equipment,	.	.	.	.	1,000,000.00
Amount of stock held in Connecticut,	.	.	.	.	220,600.00
Number of stockholders residing in Connecticut, 10.					
Whole number of stockholders, 24.					

## BONDS OR FUNDED DEBT.

First mortgage due September 1, 1913, . . . . .	\$600,000.00
First purchase money consolidated mortgage, . . . . .	250,000.00
Amount of authorized issue, . . . . .	850,000.00
Amount issued, . . . . .	850,000.00
Amount outstanding, . . . . .	850,000.00

Cash realized on amount issued: None, payment being in street railways.

Interest—rate, 5 per cent.

When payable: March 1, September 1; June 1, December 1.

Amount accrued during year, . . . . .	\$42,500.00
Amount paid during year, . . . . .	42,500.00
Notes payable, . . . . .	27,500.00

## Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during Year, not included in Operating Expenses, charged to Construction or Equipment.	Total Cost to June 30, 1896.	Total Cost to June 30, 1897.	Cost per Mile.
Construction:				
Real estate, . . . . .		\$5,121.97	\$5,121.97	
Buildings, furniture and fixtures, . . . . .	\$97.37	12,194.50	12,291.87	
Shop machinery and tools, . . . . .	36.64	686.34	722.98	
Road built by contract, including power house and machinery, . . . . .		1,706,350.00	1,706,350.00	
Extension of road-bed, . . . . .	4,649.91		4,649.91	
*New electric line const'n, . . . . .	543.1	6,578.50	7,121.63	
Machinery, . . . . .		6,631.99	6,622.64	
Total construction, . . . . .	\$5,327.05	\$1,737,563.30	\$1,742,881.00	\$65,032 87
Less mach'y acct. reduced, . . . . .	9.35			
	\$5,317.70			
Equipment:				
Motors, passenger cars, . . . . .	7,581.68	139,700.00	147,281.68	
Other cars of all classes, incl. snow-plows, etc., . . . . .	37.40	4,762.64	4,800.04	
Road equipm't, inc. horses, tower wagons, etc., . . . . .		950.00	950.00	
Total equipment, . . . . .	\$7,619.08	\$145,412.64	\$153,031.72	\$5,710.13
Grand total cost construction, equipment, etc., }	\$12,936.78	\$1,882,975.94	\$1,895,912.72	\$70,743 00

\* Includes poles, wiring, feeder lines, etc.

## Earnings and Expenses.

## STATEMENT OF GROSS EARNINGS.

From passenger transportation, . . . . .	\$204,288.24
From rents, . . . . .	131.25
From lighthouse property, . . . . .	457.34
From advertising, . . . . .	1,375.00
From rent of power, . . . . .	3,648.83
From old material, . . . . .	218.57
Total gross earnings, . . . . .	<u>\$210,119.23</u>

## STATEMENT OF OPERATING EXPENSES.

For repairs of roadbed and track, . . . . .	\$7,589.23
For boiler and engine-room service, . . . . .	22,309.18
For repairs of buildings and fixtures, . . . . .	125.09
For repairs of electric line construction, . . . . .	1,944.63
For removal of snow and ice, . . . . .	2,233.09
For repairs of cars, . . . . .	12,990.59
For repairs of electric equipment of cars, . . . . .	4,447.16
For wages and compensation of persons employed in conducting transportation, . . . . .	61,378.54
For damages, losses, and gratuities to persons, . . . . .	1,106.62
For damages, losses, and gratuities to property, . . . . .	55.57
For insurance, . . . . .	1,264.82
For salaries and wages not included above, . . . . .	5,357.76
For rents of track and power, . . . . .	927.60
For sundry expenses, . . . . .	3,504.82
For office rent, . . . . .	384.00
For repairs of machinery, . . . . .	2,675.38
For repairs of bridges, . . . . .	387.21
Total operating expenses, . . . . .	<u>128,681.29</u>
Net earnings, . . . . .	<u>\$81,437.94</u>

## Total Receipts and Expenditures.

## STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report, . . . . .	\$285.43
Receipts from gross earnings as stated, . . . . .	210,119.23
Receipts from account machinery, . . . . .	9.35
Receipts from increase Whitney Ave. coupons payable, . . . . .	21.00
Receipts from bills payable, . . . . .	16,500.00
Total, . . . . .	<u>\$226,935.01</u>



## STATEMENT OF TOTAL EXPENDITURES.

For operating expenses as stated, . . . . .	\$128,681.29
For taxes, . . . . .	10,185.00
For interest, . . . . .	44,271.39
For dividend No. 3 — rate per cent, 2½; date when paid, July 15, 1897, . . . . .	25,000.00
For construction account, . . . . .	5,193.04
For equipment account, . . . . .	7,619.08
For property account, . . . . .	97.37
For tools, . . . . .	36.64
Acct. New Haven & East Haven River Railway Co. . . . .	445.46
Cash on hand to balance, . . . . .	5,405.74
Total, . . . . .	\$226,935.01

## Comparative General Balance Sheet.

Total, Sept. 30, 1896.	Assets.	Total, Sept. 30, 1897.	Increase Year ending Sept. 30, 1897.	Decrease Year ending Sept. 30, 1897.
\$5,121.97	Real estate, . . . . .	\$5,121.97	.....	.....
12,194.50	Buildings and fixtures, . . . . .	12,291.87	\$97.37	.....
1,706,350.00	Road built by contract, . . . . .	1,706,350 00	.....	.....
950.00	Road equipment, . . . . .	950 00	.....	.....
6,631.99	Machinery, . . . . .	6,622.64	.....	\$9.35
139,700.00	Cars, . . . . .	147,281.68	7,581.68	.....
4,762.64	Snow plows, . . . . .	4,800.04	37.40	.....
6,578.50	Line, . . . . .	7,121.63	543.13	.....
686.34	Tools, . . . . .	722.98	36.64	.....
	Roadbed and track, . . . . .	4,649.91	4,649 91	.....
	N. Haven & E. Haven River Railway Co., . . . . .	445 46	445.46	.....
285.43	Cash on hand, . . . . .	5,405.74	5,120 31	.....
\$1,883,261.37	Total, . . . . .	\$1,901,763.92	\$18,511 90	\$9.35

Total, Sept. 30, 1896.	Liabilities.	Total, Sept. 30, 1897.	Increase Year ending Sept. 30, 1897.
\$1,000,000.00	Capital stock, . . . . .	\$1,000,000.00	.....
850,000 00	Bonds payable, or funded debt, . . . . .	850,000.00	.....
11,000.00	Bills payable, or unfunded debt, . . . . .	27,500.00	\$16,500.00
7,500.00	Funded debt, Whitney Ave. H. R. R. Co., . . . . .	7,500.00	.....
12.00	Whitney Ave. coupons, . . . . .	33.00	21.00
14,749.37	Profit and loss, . . . . .	16,730.92	1,981.55
\$1,883,261.37	Total, . . . . .	\$1,901,763.92	\$18,502 55

**Inventory of Equipment, September 30, 1897.**

Number of enclosed cars owned, . . . . .	35
Equipped with electric motors, . . . . .	32
Number of open cars owned, . . . . .	39
Equipped with electric motors, . . . . .	36
Number of electric motors owned, . . . . .	138
Number of electric cars equipped with wheel guard fenders, . . . . .	68
Number of electric snow-plows and sweepers owned, . . . . .	4
Number of horses owned, . . . . .	3
Number of harnesses (pairs of), . . . . .	1
Number of other vehicles, . . . . .	3
Other articles of equipment. viz.: 2 tower wagons and 3 Walkaway snow-plows.	

**Amount of Business, etc.**

Total number of miles run during the year, . . . . .	1,191,365
Total number of passengers carried during year, . . . . .	4,393,729
Total number of round trips for the year, . . . . .	Never have kept record.
Number of persons regularly employed by the company, average, . . . . .	155
Rates of fare, 5 and 10 cents.	

**Description of Road Owned and Operated.**

Length of railway owned, measured as single track, exclusive of sidings, switches, etc., . . . . .	26.80 miles.
Aggregate length of sidings, switches, etc., . . . . .	1.70 "
Total length of railway owned, measured as single track, including sidings, switches, etc., . . . . .	28.50 "
Aggregate length of track owned which is paved, . . . . .	11.50 "
Length of railway owned by other companies, measured as single track, exclusive of sidings, switches, etc., which this company operates or runs its cars over, . . . . .	2.25 "
*Total length of railway operated, whether owned by this or other companies, . . . . .	30.75 "
*Length of railway operated wholly by electric power, . . . . .	30.75 "
Description of rail used, and weight per yard: 50, 56, 60, and 72 lbs. T rail.	
Name of overhead system adopted: Single General Electric trolley.	
Average speed and maximum speed at which electric cars are run: Average, 8 miles, maximum, 12.	
Description of the several railway lines owned and operated by this company:	
Lake Saltonstall Branch running to East Haven.	
Lighthouse Branch running to Morris Cove and Lighthouse Point.	
Schuetzen Park Branch running to Schuetzen Park.	
Edgewood Avenue line running to Westville.	
George Street Branch running to Edgewood Avenue.	
Centerville Line running from Winchester Armory to Centerville.	
Description of the several railway lines owned by other companies and operated by this company, giving the towns in which located, and the mileage in each town:	

The Whitney Avenue line is operated under a 99-year lease, and runs to shops of Winchester Repeating Arms Co., near Lake Whitney.

\* Measured as single track, exclusive of sidings, switches, etc.

## List of all Accidents during the Year ending September 30, 1897.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	..	..	1	4	1	4
Employees, . . .	..	..	..	..	..	..
Other persons, . . .	..	..	1	7	1	7

## Statement of each Accident.

1896.

October 7th. Small girl ran on track directly in front of car. Thrown down, not seriously injured.

October 7th. Car struck team in Whitneyville, wrecked buggy, but injured no one.

October 12th. Man jumped off a moving outward car, ran on to inbound track, and was struck, but not injured.

October 12th. Man jumped off moving outbound car and was struck by incoming car; not seriously injured.

October 30th. Car struck celery wagon, injured horse so had to be killed.

October 31st. A motorman in our employ stepped from car to trailer, fell between cars and was killed.

December 26th. Car struck a team in East Haven, driven by a drunken man; man was thrown out and was cut and bruised on nose and forehead; nothing serious.

1897.

April 3d. Man fell off State street car, cut his head, but not severely hurt.

April 23d. Woman on bicycle ran against car, bicycle smashed, woman bruised on face.

April 30th. Man, intoxicated, laid down on track, just out of curve; car came around curve in dark at 10 P.M.; soon as motorman saw him, he reversed power, but could not avoid accident; man was killed; coroner exonerated motorman.

June 22d. Car struck rear of beach wagon, knocked man to ground, not seriously hurt.

July 2d. Car struck man's wagon, threw driver to ground, bruised him, but not seriously.

July 19th. Child walking on track, when car came along she stepped aside, but stood too near rail, and was hit by running board; was taken to hospital, but not seriously hurt.

July 17th. Car struck team in which were three boys, all thrown out, wagon smashed, no one hurt.

August 6th. Man jumped off open car backwards, while car was in motion; not seriously injured.

August 6th. Car struck team driven by woman, shaft broke, no one injured.

August 8th. Woman jumped off car while in motion, badly shaken up, taken to hospital, but was all right in a few days.

August 31st. Car struck fish wagon and smashed it, nobody injured.

September 4th. Car struck team driven by drunken man, knocked people out; unhurt.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

DAVID COREY,

*President.*

GEORGE A. W. DODGE,

*Treasurer.*

STATE OF CONNECTICUT, }  
NEW HAVEN COUNTY, } ss.

NEW HAVEN, October 18, 1897.

Then personally appeared the above-named David Corey, President, and George A. W. Dodge, Treasurer, of The New Haven Street Railway Company, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

JOHN J. CLERKIN,

*Commissioner of the Superior Court for New Haven County.*



# THE NEWINGTON TRAMWAY COMPANY.

## History.

Name of company making this report? The Newington Tramway Company.

Date of organization? June 27, 1895.

Under laws of what State organized? State of Connecticut.

## Name and Address of Principal Officers.

President,	F. G. PLATT,	New Britain, Conn.
Treasurer,	DANIEL R. HOWE,	Hartford, "
Secretary,	DANIEL R. HOWE,	" "

## Name and Residence of Directors Last Elected.

F. G. PLATT,	.	.	.	.	New Britain, Conn.
C. S. LANDERS,	.	.	.	.	" "
C. H. NEWELL,	.	.	.	.	Lynn, Mass.
E. S. GOODRICH,	.	.	.	.	Hartford, Conn.
SAMUEL G. DUNHAM,	.	.	.	.	" "
DANIEL R. HOWE,	.	.	.	.	" "
ATWOOD COLLINS,	.	.	.	.	" "
JOHN S. BARTLETT,	.	.	.	.	Lynn, Mass.

## General Information.

### CAPITAL STOCK.

Capital stock issued, 600 full shares of \$100 each, less 99 per cent. repaid, \$600.00

HARTFORD, CONN., October 22, 1897.

The lands, road-bed, overhead-line, etc., of this Company having been sold to The Hartford Street Railway Company and The Central Railway & Electric Company of New Britain, it has only six hundred (\$600) dollars of stock liabilities, and has practically gone out of business.

The cost of road, equipment, etc., is represented in the annual returns of The Hartford Street Railway Company and The Central Railway & Electric Company.

July 8, 1897. The Newington Tramway Company sold to The Hartford Street Railway Company all that portion of the road-bed lying northerly and easterly of the point directly opposite the middle of the front entrance of the Newington Congregational Church, amounting to about 16,600 feet of single track, with all its property and rights relating to the same.

July 8, 1897. The Newington Tramway Company sold to The Central Railway & Electric Company all that portion of the road-bed lying southerly and westerly of the point directly opposite the middle of the front entrance of the Newington Congregational Church, amounting to about 16,330 feet of single track, with all its property and rights relating to the same.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

F. G. PLATT,  
*President.*

D. R. HOWE,  
*Treasurer.*

STATE OF CONNECTICUT, }  
COUNTY OF HARTFORD, } ss.

CITY OF HARTFORD, October 22, 1897.

Then personally appeared the above-named F. G. Platt and D. R. Howe, and severally made oath that the foregoing certificate by them subscribed, is true.  
Before me,

HORACE H. LARKUM,  
*Notary Public.*

# NEW LONDON STREET RAILWAY CO.

## History.

Name of company making this report? New London Street Railway Company.  
 Date of organization? March 17, 1888.  
 Under laws of what State organized? Connecticut. Name changed to New London Street Railway Company, June, 1893.  
 If a consolidated company, name the constituent companies. Not a consolidated company.

## Corporate Name and Address of the Company.

The New London Street Railway Company, New London, Conn.  
 Treasurer's Office, 50 State Street, Boston, Mass.

## Name and Address of Principal Officers.

President,	WALTER LEARNED,	New London, Conn.
Superintendent,	LORENZO BENTLEY,	" "
Treasurer,	WILLIAM A. TUCKER,	Boston, Mass.
Corporation Clerk,	WALTER LEARNED,	New London, Conn

## Name and Residence of Directors Last Elected.

WALTER LEARNED,	.	.	.	New London, Conn.
WILLIAM A. TUCKER,	.	.	.	Boston, Mass.
JOHN F. PERRY,	.	.	.	" "
TRACY WALLER,	.	.	.	New London, Conn.
HORACE C. LEARNED,	.	.	.	" "
BILLINGS P. LEARNED,	.	.	.	" "
CHARLES S. BIRD,	.	.	.	Walpole, Mass.

## General Information.

### CAPITAL STOCK.

Capital stock authorized by charter,	.	.	.	\$500,000.00
Capital stock authorized by vote of company,	.	.	.	247,500.00
Capital stock issued, 2,475 full shares of \$100 each,	.	.	.	247,500.00
Stock issued for cash,	.	.	.	247,500.00
Amount of stock held in Connecticut, 575 shares.				
Number of stockholders residing in Connecticut, 25.				
Whole number of stockholders, 68.				

## BONDS OR FUNDED DEBT.

First mortgage due, October, 1923, . . . . .	\$110,000.00
Amount of authorized issue, . . . . .	150,000.00
Amount issued, . . . . .	110,000.00
Amount outstanding, . . . . .	110,000.00
Cash realized on amount issued, . . . . .	110,000.00
Interest — Rate, 5 per cent.	
When payable, April 1st and October 1st.	
Amount accrued during year, . . . . .	5,500.00
Amount paid during year, . . . . .	5,500.00

## Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to Sept. 30, 1896.	Total Cost to Sept. 30, 1897.	Cost per Mile.
Construction, . . . . .	\$203 484.13	\$203,692.14	.....
Other real estate, . . . . .	7,208.25	8,108.25	.....
Buildings, furniture, and fixtures, . . . . .	2,603.41	2,638.41	.....
Additional land necessary for operation of railway, . . . . .	6,515.75	5,615.75	.....
Power house, . . . . .	75,393.60	76,013.29	.....
Total construction, . . . . .	\$295,205.14	\$296,067.84	\$42,538.48
Equipment, . . . . .	81,040.83	83,167.67	.....
Additional horses, . . . . .	220 00	180.00	.....
Total equipment, . . . . .	\$81,260.83	\$83,347.67	\$11,975.24
Grand total cost construction, equip- ment, etc., }	\$376,465.97	\$379,415.51	\$54,513.72

## Earnings and Expenses.

## STATEMENT OF GROSS EARNINGS.

From passenger transportation, . . . . .	\$52,401.50
From rents, . . . . .	220.00
From advertising, . . . . .	190.00
Total gross earnings, . . . . .	\$52,811.50

## STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track, . . . . .	\$1,327.26
For painting cars, . . . . .	419.39
For repairs of buildings and fixtures, . . . . .	64.89
For repairs of electric line construction, . . . . .	379.62
For removal of snow and ice, . . . . .	837.75
For repairs of cars, . . . . .	947.21
For repairs of electric equipment of cars, . . . . .	1,559.04



For repairs of electric power plant, . . . . .	\$188.44	
For harnesses, horse-shoeing, and veterinary care, . . . . .	17.31	
For provender, hay, etc., . . . . .	91.80	
For electric motive power (fuel), . . . . .	3,133.61	
For wages and compensation of persons employed in conducting transportation, . . . . .	14,132.50	
For damages, losses, and gratuities to property, . . . . .	7.00	
For insurance, . . . . .	2,452.32	
For salaries and wages not included above, . . . . .	3,327.67	
For other operating expenses :		
Printing and advertising, . . . . .	338.32	
Waste, . . . . .	42.51	
Lamps, . . . . .	53.70	
Water, . . . . .	262.72	
Oils, . . . . .	372.36	
Expense account, . . . . .	1,436.53	
Total operating expenses, . . . . .		31,391.95
Net earnings, . . . . .		\$21,419.55

### Total Receipts and Expenditures.

#### STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report, . . . . .	\$1,227.01	
Bills and accounts receivable at date of last report, . . . . .	2,805.48	
Receipts from gross earnings as stated, . . . . .	62,811.50	
Receipts from other sources :		
Bills and notes payable, . . . . .	18,032.17	
Premium on bonds sold, . . . . .	760.43	
Coupons on bond held in investment, . . . . .	250.00	
Sale of bonds, . . . . .	10,000.00	
Total, . . . . .		\$85,886.59

#### STATEMENT OF TOTAL EXPENDITURES.

For operating expenses (as stated), . . . . .	\$31,391.95	
For taxes, . . . . .	2,891.45	
For interest (April and October coupons paid), . . . . .	5,500.00	
For dividends—Nos. 6 and 7; rate per cent., $3\frac{1}{2}$ ; date when paid, January and July, . . . . .	17,325.00	
For construction account, . . . . .	9,049.54	
Accounts payable last year, . . . . .	5,845.69	
For any other purpose :		
Gratuity to employes, . . . . .	300.00	
Sundry interest, . . . . .	677.28	
Bonds purchased, . . . . .	2,000.00	
Bills and accounts receivable this date, . . . . .	9,238.47	
Cash on hand to balance, . . . . .	1,667.21	
Total, . . . . .		\$85,886.59

## Comparative General Balance Sheet.

Total, Sept. 30, 1896.	Assets.	Total, Sept. 30, 1897.	Increase Year ending Sept. 30, 1897.	Decrease Year ending Sept. 30, 1897.
\$193,692.38	Construction account, . . .	\$193,900.39	\$208.01	.....
81,200.83	Equipment account, . . .	83,347.67	2,146.84	.....
13,724.00	Land, . . .	13,724.00	.....	.....
12,335.16	Buildings and fixtures, . . .	12,335.16	.....	.....
10,000.00	Investment, . . .	2,000.00	.....	\$8,000.00
75,393.60	Power house, . . .	76,013.29	619.69	.....
60.00	Office furniture, . . .	95.00	35.00	.....
2,805.48	Accounts receivable, . . .	9,238.47	6,432.99	.....
1,227.01	Cash on hand, . . .	1,667.21	440.20	.....
\$390,438.46	Total, . . .	\$392,321.19	\$9,882.73	\$8,000.00

Total, Sept. 30, 1896.	Liabilities.	Total, Sept. 30, 1897.	Increase Year ending Sept. 30, 1897.	Decrease Year ending Sept. 30, 1897.
\$150,000.00	Capital stock, . . .	\$247,500.00	\$97,500.00	.....
110,000.00	Bonds payable, or funded debt, . . .	110,000.00	.....	.....
5,845.69	Bills payable, or unfunded debt, . . .	18,032.17	12,186.48	.....
97,500.00	New capital, . . .	.....	.....	\$97,500.00
27,052.77	Surplus, . . .	16,789.02	.....	10,263.75
40.00	New horse, . . .	.....	.....	40.00
\$390,438.46	Total, . . .	\$392,321.19	\$109,686.48	\$107,803.75

## Inventory of Equipment, September 30, 1897.

Number of enclosed cars owned, . . .	7
Equipped with electric motors, . . .	7
Number of open cars owned, . . .	16
Equipped with electric motors, . . .	16
Number of electric motors owned, . . .	44
Number of electric snow-plows owned, . . .	2
Number of horses owned, . . .	1
Number of harnesses, . . .	1
Number of other vehicles : 1 light wagon, 1 cart, 1 tower wagon, 1 snow leveler.	

## Amount of Business, etc.

Total number of miles run during the year, . . .	214,347.84
Total number of passengers carried during the year, . . .	1,135,588
Total number of round trips for the year, . . .	36,152
Number of persons regularly employed by the company, . . .	25
Rates of fare, 5 cents.	

## Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switchings, etc., . . . . .	6.96 miles.
Aggregate length of sidings, switches, etc., . . . . .	.22 "
Total length of railway owned, measured as single track, including sidings, switches, etc., . . . . .	7.18 "
Aggregate length of track owned which is paved, . . . . .	.54 "
* Total length of railway operated, whether owned by this or other companies, . . . . .	7.18 "
* Length of railway operated wholly by electric power, . . . . .	7.18 "
Description of rail used, and weight per yard : 48 lb. T.	
Name of overhead electric system adopted, and whether single or double trolley : General Electric, single trolley.	
Average speed and maximum speed at which electric cars are run : 6 and 12 miles per hour.	
Description of the several railway lines owned and operated by this company	
Two loop lines in center of city, and a line from center of city to Ocean Beach, on Montauk Avenue, by way of the Pequot House.	

## List of All Accidents during the Year ending September 30, 1897.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	..	1	..	..	..	1
Employes, . . . . .	..	..	..	..	..	..
Other persons, . . . . .	1	1	..	..	1	1

## Statement of Each Accident.

May 3, 1897. While car was proceeding up Bank Street, a one-horse wagon was proceeding down Bank Street. As the car and wagon were about to pass each other, the horse suddenly shied in front of car, without any warning to motorman. The result was a collision, in which wagon was slightly damaged. No one was injured.

June 18, 1897. As several cars were proceeding up Montauk Avenue from the ball-ground, loaded with people from ball game, one passenger was carelessly swinging out from the car, standing on the running board, and struck his head against car standing on the other track of Thames Street turnout. The injury was slight.

June 24, 1897. Car was proceeding down Bank Street, when at about Perkins Green a team turned suddenly across the track in front of car, without apparently taking any notice of approaching car. The act was too sudden for

\* Measured as single track, exclusive of sidings, switches, etc.

motorman to avoid collision. The result was the wagon was upset and driver thrown out. No serious damage.

September 11, 1897. Car was proceeding towards city on Montauk Avenue, and an ice-wagon was approaching car from opposite direction. There were no children anywhere in sight. Just as car was about to pass ice-wagon a small boy darted from behind ice-wagon, where he had been riding, and started to cross the track. All was done so quickly that car struck boy about as soon as motorman saw him, and before it could be avoided the wheel had passed over the boy, killing him almost instantly.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

WALTER LEARNED,  
*President.*

WM. A. TUCKER,  
*Treasurer.*

STATE OF CONNECTICUT, }  
NEW LONDON COUNTY, } ss.

October 8, 1897.

Then personally appeared the above-named Walter Learned, President of the New London Street Railway Company, and made oath that the foregoing certificate, by him subscribed, is true.

Before me,

HORACE C. LEARNED,  
*Notary Public.*



# THE NORWALK STREET RAILWAY COMPANY.

## History.

Name of company making this report ? The Norwalk Street Railway Company.  
Date of organization ? August 27, 1862, as The Norwalk Horse Railroad Company.  
Under laws of what State organized ? Connecticut.

## Name and Address of Principal Officers.

President,	EBENEZER HILL,	Norwalk, Conn.
Vice-President,	JOHN A. OSBORN,	" "
General Manager,	WM. F. ACTON,	" "
Superintendent,	E. F. KYLE,	" "
Treasurer and Secretary,	WM. F. ACTON,	" "

## Name and Residence of Directors Last Elected.

EBENEZER HILL,	.	.	.	.	Norwalk, Conn.
JOHN A. OSBORN,	.	.	.	.	" "
E. J. HILL,	.	.	.	.	" "
E. O. KEELER,	.	.	.	.	" "
J. H. FERRIS,	.	.	.	.	" "
A. S. HURLBUT,	.	.	.	.	Westport, "
E. C. BENEDICT,	.	.	.	.	Greenwich, "

## General Information.

### CAPITAL STOCK.

Capital stock authorized by charter,	.	.	.	.	\$500,000 00
Capital stock authorized by vote of company,	.	.	.	.	100,000.00
Capital stock issued, 4,000 full shares of \$25 each,	.	.	.	.	100,000.00
Stock issued for cash,	.	.	.	.	62,500.00
Stock issued for undivided earnings,	.	.	.	.	37,500.00
Number of stockholders residing in Connecticut,	16.				
Whole number of stockholders,	16.				

### BONDS OR FUNDED DEBT.

First mortgage due, July 1, 1919.	
Amount of authorized issue,	\$200,000.00
Amount issued,	110,000.00

Amount outstanding, . . . . .	\$110,000.00
Cash realized on amount issued, . . . . .	111,000.00
Interest — Rate, 6 per cent.	
When payable, January and July 1st.	
Amount accrued during year, . . . . .	6,600.00
Amount paid during year, . . . . .	6,600.00
Demand notes, . . . . .	38,000.00

### Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during Year not included in Operating Expenses, charged to Construction or Equipment.	Total Cost to Sept. 30, 1896.	Total Cost to Sept. 30, 1897.	Cost per Mile.
Construction :				
Right of way, . . . . .	\$1,962.50			
Rails, . . . . .	1,817.15			
Ties, . . . . .	11.50			
Tools, labor, and paving, . . . . .	1,635.92			
Engineering expenses, . . . . .	724.00			
Miscellaneous charges, . . . . .	745.19			
Extension of road-bed (length, 891 feet), . . . . .				
Extension of tracks (length, 2,798 feet), . . . . .				
*New electric line construction (length, 1,184 feet), . . . . .	638.38			
Total construction, . . . . .	\$7,534.64	\$162,256.49	\$169,791.13	\$22,578.61
Equipment :				
Motors, . . . . .	\$1,469.49			
Passenger cars, . . . . .	1,855.40			
Total equipment, . . . . .	\$3,324.89	\$56,904.55	\$60,229.44	\$8,009.23
Grand total cost construction, equipment, etc., }	\$10,859.53	\$219,161.04	\$230,020.57	\$30,587.84

\* To include poles, wiring, feeder lines, etc.

As our road has been built under contract at intervals during the past thirty-five years, it is impossible for us to apportion the cost in accordance with the above form.

### Earnings and Expenses.

#### STATEMENT OF GROSS EARNINGS.

From passenger transportation, . . . . .	\$50,833.65
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## STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track, . . . . .	\$120.29
For repairs of buildings and fixtures, . . . . .	60.22
For repairs of electric line construction, . . . . .	395.58
For removal of snow and ice, . . . . .	149.05
For repairs of cars and electric equipment of cars, . . . . .	1,195.77
For electric motive power, . . . . .	6,651.22
For wages and compensation of persons employed in conducting transportation, . . . . .	13,810.68
For damages, losses, and gratuities to persons and property, . . . . .	2,608.57
For insurance (fire), . . . . .	140.63
For salaries and wages not included above, . . . . .	5,164.00
For fuel, light, and water, . . . . .	211.97
For legal expense, . . . . .	174.10
For general expense, . . . . .	3,506.06
For oil and grease, . . . . .	106.39
For office expense, . . . . .	124.96
Total operating expenses, . . . . .	<u>\$34,419.49</u>
Net earnings, . . . . .	\$16,414.16

## Total Receipts and Expenditures.

## STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report, . . . . .	\$563.84
Receipts from gross earnings as stated, .. . . .	50,833.65
Receipts from other sources :	
Bills payable, . . . . .	6,000.00
Depreciation account (set aside and charged to general expense), . . . . .	2,796.42
Insurance fund (set aside and charged to dam- ages, losses, and gratuities to persons and property), . . . . .	2,541.68
Total, . . . . .	<u>\$62,735.59</u>

## STATEMENT OF TOTAL EXPENDITURES.

For operating expenses, . . . . .	\$34,419.49
For taxes, . . . . .	1,940.00
For interest, . . . . .	8,474.16
For dividends — No. 4; rate per cent., $1\frac{1}{2}$ ; date when paid, November, February, May, and August 1st, . . . . .	6,000.00
For construction account, . . . . .	7,534.64
For equipment account, . . . . .	3,324.89
For property account, . . . . .	473.50
Cash on hand to balance, . . . . .	568.91
Total, . . . . .	<u>\$62,735.59</u>

## Comparative General Balance Sheet.

Total, Sept. 30, 1896.	Assets.	Total, Sept. 30, 1897.	Increase Year ending Sept. 30, 1897.	Decrease Year ending Sept. 30, 1897.
\$162,256.49	Construction account, . . .	\$169,791.13	\$7,534.64	
56,904.55	Equipment account, . . .	60,229.44	3,324.89	
31,606.62	Real estate and buildings, . .	32,080.12	473.50	
124.80	Furniture and fixtures, . . .	124.80		
563.84	Cash on hand, . . .	568.91	5.07	
\$251,456.30	Total, . . .	\$262,794.40	\$11,338.10	

Total, Sept. 30, 1896.	Liabilities.	Total, Sept. 30, 1897.	Increase Year ending Sept. 30, 1897.	Decrease Year ending Sept. 30, 1897.
\$100,000.00	Capital stock, . . .	\$100,000.00		
110 000.00	Bonds payable, or funded debt,	110,000.00		
32,000.00	Bills payable, or unfunded debt, . . .	38,000.00	\$6,000.00	
5,598.98	Depreciation account, . . .	6,912.25	1,313.27	
3,857.82	Insurance fund, . . .	7,882.15	4,024.83	
\$251,456.30	Total, . . .	\$262,794.40	\$11,338.10	

## Inventory of Equipment, September 30, 1897.

Number of enclosed cars owned, . . .	11
Equipped with electric motors, . . .	10
Number of open cars owned, . . .	9
Equipped with electric motors, . . .	9
Number of electric motors owned, . . .	41
Number of electric cars equipped with guard boards, . . .	20
Number of electric snow-sweepers owned, . . .	1
Other articles of equipment, viz.:	
Electric street sprinkler, . . .	1
Walkaway snow-plow, . . .	1
Horse snow-sweeper, . . .	1
Tower wagon, . . .	1
Hand car, . . .	1

## Amount of Business, etc.

Total number of miles run during the year, . . .	241,570
Total number of passengers carried during the year, . . .	1,042,714
Total number of round trips for the year, . . .	39,398
Number of persons regularly employed by the company, . . .	25
Rates of fare, 5 cents.	



## Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc., . . . . .	7.52 miles.
Aggregate length of sidings, switches, etc., . . . . .	.26 "
Total length of railway owned, measured as single track, including sidings, switches, etc., . . . . .	7.78 "
Aggregate length of track owned which is paved, . . . . .	5.93 "
Length of railway owned by other companies, measured as single track, exclusive of sidings, switches, etc., which this company operates or runs its cars over (joint trackage), . . . . .	.39 "
* Total length of railway operated, whether owned by this or other companies, . . . . .	8.17 "
Description of rail used, and weight per yard: 60-lb. Tee rails.	
Name of overhead electric system used, and whether single or double trolley. Single overhead trolley; General electric equipment.	
Average speed and maximum speed at which electric cars are run: 7½ miles maximum, 15 miles.	
Description of the several railway lines owned and operated by this company: Line runs between South Norwalk, Norwalk, and Winnipauk, all in the town of Norwalk.	

We hereby certify that all the statements in the foregoing return contained to the best of our knowledge and belief, are full, just, and true.

E. HILL,

*President.*

WM. F. ACTON,

*Treasurer.*

STATE OF CONNECTICUT, }  
FAIRFIELD COUNTY, } ss.

NORWALK, October 28, 1897.

Then personally appeared the above-named E. Hill, President, and Wm. F. Acton, Treasurer of the Norwalk Street Railway Company, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

JOHN P. TREADWELL,

*Notary Public.*

\* Measured as single track, exclusive of sidings, switches, etc.

# NORWALK TRAMWAY COMPANY.

## History.

Name of company making this report? The Norwalk Tramway Company.

Date of organization? Chartered May 6, 1889.

Under laws of what State organized? Connecticut, May 6, 1889; June 29, 1893; July 3, 1895; June 2, 1897.

## Corporate Name and Address of the Company.

The Norwalk Tramway Company, 40 South Main Street, South Norwalk, Conn.

## Name and Address of Principal Officers.

President,	THOMAS M. WALLER,	New London,	Conn.
Vice-President,	GEORGE N. M'KIBBIN,	South Norwalk,	"
Superintendent,	K. W. MANSFIELD,	"	"
Treasurer,	K. W. MANSFIELD,	"	"

## Name and Residence of Directors Last Elected.

THOMAS M. WALLER,	.	.	.	New London,	Conn.
GEORGE N. M'KIBBIN,	.	.	.	South Norwalk,	"
S. HARRISON WAGNER,	.	.	.	New Haven,	"
FREDERIC H. REED,	.	.	.	Jersey City,	N. J.
GEORGE W. MANSFIELD,	.	.	.	South Norwalk,	Conn.
W. FREDERIC SNYDER,	.	.	.	Philadelphia,	Pa.
CHARLES A. JOHNSON,	.	.	.	Brooklyn,	N. Y.
K. W. MANSFIELD,	.	.	.	South Norwalk,	Conn.

## General Information.

### CAPITAL STOCK.

Capital stock authorized by charter,	.	.	.	\$850,000.00
Capital stock authorized by vote of company,	.	.	.	300,000.00
Capital stock issued, 2,870 full shares of \$100 each,	.	.	.	287,000.00
Issued in payment of contracts,	.	.	.	287,000.00
Amount of stock held in Connecticut,	.	.	.	93,700.00
Number of stockholders residing in Connecticut,	.	.	.	27
Whole number of stockholders,	.	.	.	49

BONDS OR FUNDED DEBT.

First mortgage, due September 1, 1923.				
Amount issued, . . . . .				\$375,000.00
Amount outstanding, . . . . .				375,000.00
Interest—Rate, 5 per cent.				
When payable, March 1st and September 1st.				
Amount accrued during year, . . . . .				17,083.35
Amount paid during year, . . . . .				16,525.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during year not included in Operating Expenses, charged to Construction or Equipment.	Total Cost to Sept. 30, 1896.	Total Cost to Sept. 30, 1897.	Cost. Per Mile.
Construction :				
Grading, and bridge and culvert masonry, . . . . .	\$10,113.00			
Rails, . . . . .	6,372.00			
Ties, . . . . .	3,218.00			
Shop machinery, and tools, . . . . .	9.48			
Engineering expenses, . . . . .	3,836.13			
Extension of roadbed and tracks, . . . . .	15,193.94			
*New electric line construction, . . . . .	7,912.95			
New electric power station building, including machinery, etc., . . . . .	19,608.79			
Improvements and betterments, . . . . .	4,266.79			
Total construction, . . . . .	\$70,531.08			
Equipment :				
Motors and equipments, . . . . .	17,207.72			
Combination cars, . . . . .	1,300.00			
Snow-plow, . . . . .	55.64			
Automatic signals, . . . . .	51.49			
Total equipment, . . . . .	\$18,614.85			
Grand total cost construction, equipment, etc., }	\$89,145.93	\$584,963.04	\$674,096.97	\$37,475.85
Less credit, . . . . .		12.00		
		\$584,951.04		

\* To include poles, wiring, feeder lines, etc.  
R. R.—21\*

## Earnings and Expenses.

## STATEMENT OF GROSS EARNINGS.

From passenger transportation, . . . . .	\$60,475.84	
From express:		
Sale of package tags, . . . . .	43.90	
From rents:		
Advertising, . . . . .	150.00	
From other sources:		
Sale of salt hay, . . . . .	.50	
Total gross earnings, . . . . .		\$60,669.74

## STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track, . . . . .	\$1,553.72	
For repairs of buildings and fixtures, . . . . .	169.83	
For repairs of electric line construction, . . . . .	1,143.95	
For removal of snow and ice, . . . . .	420.79	
For repairs of cars, . . . . .	1,272.46	
For repairs of electric equipment of cars, . . . . .	703.40	
For electric motive power, . . . . .	3,072.20	
For wages and compensation of persons employed in conducting transportation, . . . . .	17,043.55	
For damages, losses, and gratuities to persons and property, . . . . .	43.98	
For insurance, . . . . .	1,940.42	
For salaries and wages not included above, . . . . .	4,176.07	
For rent of Norwalk Street Railway Company, . . . . .	368.74	
For other operating expenses:		
Miscellaneous, . . . . .	859.56	
Advertising and office expense, . . . . .	731.11	
Parks and amusements, . . . . .	923.21	
Repairs of steam engines, dynamos, etc., . . . . .	420.36	
Total operating expenses, . . . . .		39,833.35
Net earnings, . . . . .		\$20,801.39

## Total Receipts and Expenditures.

## STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report, . . . . .	\$4,035.67	
Bills and accounts receivable at date of last report, . . . . .	4,749.85	
Receipts from gross earnings as stated, . . . . .	60,669.74	
Receipts from other sources, . . . . .	3,269.61	
Total, . . . . .		\$72,724.87
Accounts payable, September 30, 1897, . . . . .		4,880.18
		<u>\$77,605.05</u>



## STATEMENT OF TOTAL EXPENDITURES.

For operating expenses, . . . . .	\$39,868.35
For taxes, . . . . .	3,456.00
For interest, . . . . .	16,525.00
For construction account, . . . . .	4,900.01
For equipment account, . . . . .	2,233.12
Accounts payable September 30, 1896, . . . . .	2,187.83
Miscellaneous, . . . . .	4,461.83
Bills and accounts receivable at this date, . . . . .	2,223.17
Cash on hand to balance, . . . . .	1,719.74

\$77,605.05

## Comparative General Balance Sheet.

Total, Sept. 30, 1896.	Assets.	Total, Sept. 30, 1897.	Increase Year ending Sept. 30, 1897.	Decrease Year ending Sept. 30, 1897.
\$588,088.04	Construction account, }	\$674,096.97	\$88,633.93	.....
.....	Equipment account, }			
2,043.48	Real estate, . . . . .	2,625.00	.....	.....
4,749.85	Materials on hand, . . . . .	1,312.26	.....	\$731.22
531.97	Accounts receivable, . . . . .	2,223.17	.....	2,526.68
259.19	Office furniture, . . . . .	550.57	18.60	.....
60.00	General suspense account, . . . . .	217.04	.....	42.15
38.25	Petty cash account, . . . . .	60.00	.....	.....
1,201.14	Badge and punch account, . . . . .	39.85	1.60	.....
4,035.67	Advance insurance pre- miums, . . . . .	1,541.30	340.16	.....
	Cash on hand, . . . . .	1,719.74	.....	2,315.93
\$601,007.59	Total, . . . . .	\$684,385.90	\$88,994.29	\$5,615.98

Total, Sept. 30, 1896.	Liabilities.	Total, Sept. 30, 1897.	Increase Year ending Sept. 30, 1897.	Decrease Year ending Sept. 30, 1897.
\$255,000.00	Capital stock, . . . . .	\$287,000.00	\$32,000.00	.....
325,000.00	Bonds payable, or funded debt, . . . . .	375,000.00	50,000.00	.....
2,187.83	Accounts payable, . . . . .	4,880.18	2,692.35	.....
265.08	Unpaid pay-roll (Sept. 30), . . . . .	350.80	85.72	.....
1,379.67	Accrued interest, . . . . .	1,668.00	288.33	.....
5,200.00	Miscellaneous, . . . . .	5,100.00	.....	\$100.00
11,975.01	Profit and loss, . . . . .	10,386.92	.....	1,588.09
\$601,007.59	Total, . . . . .	\$684,385.90	\$85,068.40	\$1,688.09

## Inventory of Equipment, September 30, 1897.

Number of enclosed cars owned, . . . . .	9
Equipped with electric motors, . . . . .	9
Number of open cars owned, . . . . .	16
Equipped with electric motors, . . . . .	8
Number of electric motors owned, . . . . .	41
Number of snow-plows owned, . . . . .	1
Number of other vehicles (tower wagon), . . . . .	1

## Amount of Business, etc.

Total number of miles run during the year, . . . . .	414,530
Total number of passengers carried during the year, . . . . .	1,370,495
Total number of round trips for the year, . . . . .	57,602
Number of persons regularly employed by the Company, . . . . .	50
Rates of fare, . . . . .	5 cents.

## Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc., . . . . .	17.52 miles.
Aggregate length of sidings, switches, etc., . . . . .	2.07 "
Total length of railway owned, measured as single track, including sidings, switches, etc., . . . . .	19.59 "
Aggregate length of track owned which is paved, . . . . .	1.7 "
Length of railway owned by other companies, measured as single track, exclusive of sidings, switches, etc., which this company operates or runs its cars over, . . . . .	.81 "

\*Total length of railway operated, whether owned by this or other companies, . . . . . 18.33 "

\*Length of railway operated wholly by electric power, . . . . . 18.33 "

Description of rail used, and weight per yard: Tee rail; 48, 56, and 70 lbs.

Name of overhead electric system adopted, and whether single or double trolley:  
General Electric Company, single trolley.

Average speed and maximum speed at which electric cars are run: Average speed, 7 miles; maximum, 15.

Description of the several railway lines owned and operated by this Company:  
From Broad River through Norwalk, East Norwalk to Dorlons (Gregory's) Point, South Norwalk, Roton Point, Rowayton, Darien, and Noroton to Stamford City line. Also from Norwalk to Westport, through Westport Avenue and the Connecticut turnpike.

Description of the several railway lines owned by other companies and operated by this Company, giving the towns in which located, and the mileage in each town: .26 mile of track in Wall Street, City of Norwalk, owned by the Norwalk Street Railway Company, and operated under a joint agreement. .55 mile of track on East Avenue, Norwalk, owned by the Norwalk Street Railway Company.

\* Measured as single track, exclusive of sidings, switches, etc.

List of all Accidents during the Year ending September 30, 1897.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passenger, . . .	..	..	..	1	..	1
Employees, . . .	..	..	..	..	..	..
Other persons, . . .	..	1	1	1	1	2

#### Statement of Each Accident.

November 28, 1896. A boy playing in the street at Rowayton tripped and fell down directly in front of car. Car passed over him, killing him instantly. Coroner attached no blame to motorman.

March 8, 1897. Driver with cart and team pulled across in front of car on East Avenue. Car struck cart, throwing driver out, injuring his foot.

August 13, 1897. Colored man fell off car at Witch Lane. Not seriously injured.

June 9, 1897. Horse driven by two men shied at sight of car, breaking wheel, and throwing both men out. One of them cut and bruised, but not seriously.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

THOMAS M. WALLER,  
*President.*

K. W. MANSFIELD,  
*Treasurer.*

STATE OF NEW YORK, } ss.  
NEW YORK COUNTY, }

NEW YORK, November 1, 1897.

Then personally appeared the above-named Thomas M. Waller, President, and K. W. Mansfield, Treasurer, of the Norwalk Tramway Company, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

WM. PORTER ALLEN,  
*Commissioner for Connecticut in New York.*

# NORWICH STREET RAILWAY COMPANY.

## History.

Name of company making this report? The Norwich Street Railway Company.

Date of organization? 1882.

Under laws of what State organized? State of Connecticut.

## Corporate Name and Address of the Company.

The Norwich Street Railway Company, Treasurer's office, 50 State Street,  
Boston, Mass.

## Name and Address of Principal Officers.

President,	BILLINGS P. LEARNED,	New London, Conn.
Superintendent,	W. L. ADAMS,	Norwich, Conn.
Treasurer,	WILLIAM A. TUCKER,	50 State St., Boston, Mass.
Corporation Clerk,	W. L. ADAMS,	Norwich, Conn.

## Name and Address of Directors Last Elected.

WILLIAM A. TUCKER,	.	.	.	.	Boston, Mass.
JOHN F. PERRY,	.	.	.	.	Brookline, Mass.
BILLINGS P. LEARNED,	.	.	.	.	New London, Conn.
COSTELLO LIPPITT,	.	.	.	.	Norwich, Conn.
ARTHUR H. BREWER,	.	.	.	.	" "
CHARLES L. HUBBARD,	.	.	.	.	" "
JOHN MITCHELL,	.	.	.	.	" "

## General Information.

### CAPITAL STOCK.

Capital stock authorized by charter,	.	.	.	.	\$600,000.00
Capital stock authorized by vote of company,	.	.	.	.	250,000.00
Capital stock issued, 2,500 full shares of \$100 each,	.	.	.	.	250,000.00
Stock issued for cash,	.	.	.	.	250,000.00
Amount of stock held in Connecticut, 42 shares,					
Number of stockholders residing in Connecticut, 7.					
Whole number of stockholders, 60.					

### BONDS OR FUNDED DEBT.

First mortgage due, October, 1923,	.	.	.	.	\$265,000.00
Amount of authorized issue,	.	.	.	.	350,000.00



Amount issued, . . . . .	\$265,000.00
Amount outstanding, . . . . .	265,000.00
Cash realized on amount issued, . . . . .	265,000.00
Interest—Rate, 5 per cent.	
When payable—April 1st and October 1st.	
Amount accrued during year, . . . . .	13,250.00
Amount paid during year, . . . . .	13,250.00
Miscellaneous obligations — floating debt, . . . . .	23,000.00

### Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to Sept. 30, 1896.	Total Cost to Sept. 30, 1897.	Cost Per Mile.
Construction, . . . . .	\$425,056.44	\$411,263.69	.....
Other real estate, . . . . .	10,000.00	9,525.00	.....
Buildings, furniture, and fixtures, . . . . .	547.56	13,765.40	.....
Sachem Park, . . . . .	12,645.75	12,645.75	.....
Total construction, . . . . .	\$448,249.75	\$447,199.84	\$37,532.51
Equipment, . . . . .	93,980.05	93,207.72	.....
Additional horses, . . . . .	995.00	150.00	.....
Total equipment, . . . . .	\$94,975.05	\$93,357.72	\$7,835.31
Grand total cost construction, equip- ment, etc., . . . . . }	\$543,224.80	\$540,557.56	\$45,367.82

### Earnings and Expenses.

#### STATEMENT OF GROSS EARNINGS.

From passenger transportation, . . . . .	\$78,157.08
From United States mails, . . . . .	366.79
From advertising, . . . . .	524.00
From Sachem Park, . . . . .	454.17
Total gross earnings, . . . . .	\$79,502.04

#### STATEMENT OF OPERATING EXPENSES.

For repairs of roadbed and track, . . . . .	\$2,917.27
For repairs of buildings and fixtures, . . . . .	8.70
For repairs of electric line construction, . . . . .	410.88
For removal of snow and ice, . . . . .	861.97
For repairs of cars, . . . . .	1,099.88
For repairs of electric equipment of cars, . . . . .	2,831.98
For harnesses, horse-shoeing, and veterinary care, . . . . .	55.73

For provender, hay, etc., . . . . .	\$295.35	
For electric motive power, . . . . .	11,445.63	
For wages and compensation of persons employed in conducting transportation, . . . . .	18,412.74	
Expense, . . . . .	1,678.64	
For damages, losses, and gratuities to property, . . . . .	51.00	
For insurance, . . . . .	3,263.04	
For salaries and wages not included above, . . . . .	5,477.39	
For rents, . . . . .	483.28	
For painting cars, . . . . .	704.24	
For printing and advertising, . . . . .	302.10	
For fuel and water, . . . . .	87.06	
For lamps, oils, and grease, . . . . .	388.04	
For Sachem Park expense, . . . . .	2,409.29	
Total operating expenses, . . . . .		53,184.21
Net earnings, . . . . .		\$26,817.83

### Total Receipts and Expenditures.

#### STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report, . . . . .	\$802.73	
Bills and accounts receivable at date of last report, . . . . .	299.17	
Receipts from gross earnings as stated, . . . . .	79,502.04	
Bills payable, . . . . .	28,356.76	
April and October coupons on bonds, . . . . .	500.00	
Sale of Bean Hill property, . . . . .	475.00	
Sale of old cars, . . . . .	20.00	
Total, . . . . .		\$109,955.70

#### STATEMENT OF TOTAL EXPENDITURES.

For operating expenses as stated, . . . . .	\$53,184.21	
For taxes, . . . . .	4,500.00	
For interest on bonds, . . . . .	13,250.00	
For dividends—Nos. 6 and 7; rate per cent., 2½; date when paid, January and July, . . . . .	12,500.00	
For construction account, . . . . .	724.75	
For equipment account, . . . . .	247.67	
For sundry interest, . . . . .	1,134.53	
Bills payable last year, . . . . .	21,607.90	
Gratuity to employes, . . . . .	362.00	
Bills and accounts receivable this date, . . . . .	1,046.39	
Cash on hand to balance, . . . . .	1,398.25	
Total, . . . . .		\$109,955.70

## Comparative General Balance Sheet.

Total, Sept. 30, 1896.	Assets.	Total, Sept. 30, 1897.	Increase Year ending Sept. 30, 1897.	Decrease Year ending Sept. 30, 1897.
\$411,291.04	Construction account, . . .	\$411,263.69	.....	\$27.35
93,975.05	Equipment account, . . .	93,207.72	.....	767.35
10,000.00	Land, . . . . .	9,525.00	.....	475.00
13,765.40	Buildings and fixtures, . . .	13,765.40	.....	.....
12,645.75	Sachem Park, . . . . .	12,645.75	.....	.....
.....	Horses and harnesses, . . .	150.00	\$150.00	.....
10,000.00	Investment account, . . .	10,000.00	.....	.....
447.96	New buildings and fixtures, . . .	.....	.....	447.96
299.17	Accounts receivable, . . .	1,046.39	747.22	.....
99.60	New office furniture, . . .	.....	.....	99.60
802.73	Cash on hand, . . . . .	1,398.25	585.52	.....
\$553,326.70	Total, . . . . .	\$553,002.20	\$1,482.74	\$1,817.26

Total, Sept. 30, 1896.	Liabilities.	Total, Sept. 30, 1897.	Increase Year ending Sept. 30, 1897.	Decrease Year ending Sept. 30, 1897.
\$250,000.00	Capital stock, . . . . .	\$250,000.00	.....	.....
265,000.00	Bonds payable, or funded debt, . . .	265,000.00	.....	.....
17,000.00	Bills payable, or unfunded debt, . . .	23,000.00	\$6,000.00	.....
3,063.35	Accounts payable, . . . . .	1,759.51	.....	\$1,303.84
1,544.55	Accident reserve fund, . . .	3,597.25	2,052.70	.....
16,560.80	Suspense, . . . . .	9,645.44	.....	6,915.36
158.00	New horse, . . . . .	.....	.....	158.00
\$553,326.70	Total, . . . . .	\$553,002.20	\$8,052.70	\$8,377.20

## Inventory of Equipment, September 30, 1897.

Number of enclosed cars owned, . . . . .	13
Equipped with electric motors, . . . . .	7
Number of open cars owned, . . . . .	14
Equipped with electric motors, . . . . .	14
Number of electric motors owned: 21 double motor equipments, . . .	42
Number of electric cars equipped with fenders, . . . . .	27
Number of electric snow-plows owned, . . . . .	2
Number of horses owned, . . . . .	3
Number of harnesses (pairs of), . . . . .	4
Number of other vehicles: 2 close horse-cars, 4 open horse-cars, 1 horse snow-plow, 2 snow levelers, 1 tower wagon, 1 pole wagon, 1 double dump-cart, 1 single dump-cart, 1 single sleigh, 1 extra wagon, 1 concord wagon, 1 single harness, 1 dump-cart harness.	

**Amount of Business, etc.**

Total number of miles run during the year, . . . . .	296,784.57
Total number of passengers carried during the year, . . . . .	1,852,872
Total number of round trips for the year, . . . . .	72,006
Number of persons regularly employed by the Company, . . . . .	45
Rates of fare: within city limits, 5 cents; from within city limits to Taftville and to Yantic, 10 cents.	

**Description of Road Owned and Operated.**

Length of railway owned, measured as single track, exclusive of sidings, switches, etc., . . . . .	11.915 miles.
Aggregate length of sidings, switches, etc., . . . . .	.550 "
Total length of railway owned, measured as single track, including sidings, switches, etc., . . . . .	12.465 "
Aggregate length of track owned which is paved, . . . . .	1.30 "
*Total length of railway operated, whether owned by this or other companies, . . . . .	11.915 "
*Length of railway operated wholly by electric power, . . . . .	11.915 "
Description of rail used, and weight per yard: T rail; 35, 40, 45, 48 lbs.	
Name of overhead electric system adopted, and whether single or double trolley: General Electric system, single trolley.	
Average speed and maximum speed at which electric cars are run: Average speed, 5.97; maximum speed, 9.44.	
Description of the several railway lines owned and operated by this Company:	
Main line from Taftville post-office to Maple street, Norwich.	
Yantic line from Yantic store to Franklin Square, Norwich.	
Thamesville line from Dunham Street to Franklin Square, Norwich.	
Laurel Hill line from Sunnyside to Franklin Square, Norwich.	

**List of all Accidents during the Year ending September 30, 1897.**

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	..	..	..	2	..	2
Employes, . . . . .	..	..	..	..	..	..
Other persons, . . . . .	..	..	..	2	..	2

\* Measured as single track, exclusive of sidings, switches, etc.



## Statement of Each Accident.

Dec. 31, 1896. Man walking beside the track staggered against the side of the car as the car was passing him. He was knocked down and slightly injured.

Feb. 1, 1897. Car struck a barge with a sleighing party. One of the passengers was thrown out but not badly hurt.

June 17, 1897. Man stepped off the car backwards while the car was in motion. He was bruised on the head and shoulders, but no bones broken.

Aug. 24, 1897. Lady changing seats in an open car while the car was in motion, fell off and was unconscious for a short time. No serious injuries.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

BILLINGS P. LEARNED,  
*President.*

WILLIAM A. TUCKER,  
*Treasurer.*

STATE OF CONNECTICUT, }  
NEW LONDON COUNTY, } ss.

NORWICH, October 27, 1897.

Then personally appeared the above-named Billings P. Learned and William A. Tucker, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

CHAS. R. BUTTS,  
*Notary Public.*

# PORTLAND STREET RAILWAY COMPANY.

## History.

Name of company making this report ? The Portland Street Railway Company.

Date of organization ? July, 1895.

Under laws of what State organized ? Connecticut.

## Name and Address of Principal Officers.

President,	CHAS. E. GRAHAM,	West Haven, Conn.
Vice-President,	OLIVER GILDERSLEEVE,	Portland, “
Superintendent,	E. W. GOSS,	Middletown, “
Treasurer,	A. E. POND,	West Haven, “
Corporation Clerk,	E. W. GOSS,	Middletown, “

## Name and Residence of Directors Last Elected.

CHAS. E. GRAHAM, . . . . .	West Haven, Conn.
OLIVER GILDERSLEEVE, . . . . .	Portland, “
JAMES J. LAWTON, . . . . .	New Haven, “
A. E. POND, . . . . .	West Haven, “
E. W. GOSS, . . . . .	Middletown, “

## General Information.

### CAPITAL STOCK.

Capital stock authorized by charter, . . . . .	\$100,000.00
Capital stock authorized by vote of company, . . . . .	60,000.00
Capital stock issued, 600 full shares of \$100 each, . . . . .	60,000.00
Stock issued for cash, . . . . .	30,000.00
Stock issued on account of contract, . . . . .	30,000.00
Amount of stock held in Connecticut, . . . . .	44,000.00
Number of stockholders residing in Connecticut, 12.	
Whole number of stockholders, 16.	

## BONDS OR FUNDED DEBT.

First mortgage due, 1916.

Amount of authorized issue, . . . . . \$75,000.00

Amount issued, . . . . . 30,000.00

Amount outstanding, . . . . . 30,000.00

Cash realized on amount issued: Issued on account of payment of contract.

Interest — Rate, 5 per cent.

When payable, 1st of May and November of each year.

Amount accrued during year, . . . . . 1,375.00

Amount paid during year, . . . . . 712.50

## Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during Year not included in Operating Expenses, charged to Construction or Equipment.	Total Cost to Sept. 30, 1897.	Cost per Mile.
Construction :			
Grading, and bridge and culvert masonry, . . . . .	\$25,000.00		
Rails, . . . . .	10,000.00		
Ties, . . . . .	5,000.00		
Other superstructure, . . . . .	30,000.00		
Buildings, furniture, and fixtures, . . . . .	5,000.00		
* New electric line construction, . . . . .	48.00		
Total construction, . . . . .	\$75,048.00	\$75,048.00	\$26,802.86
Equipment :			
Motors, . . . . .	\$4,325.00		
Passenger cars, . . . . .	8,500.00		
Total equipment, . . . . .	\$12,825.00	\$12,825.00	\$4,580.36
Grand total cost construction, equip- ment, etc., }	.....	\$87,873.00	\$31,383.22

† To include poles, wiring, feeder lines, etc.

## Earnings and Expenses.

## STATEMENT OF GROSS EARNINGS FOR ELEVEN MONTHS.

From passenger transportation, . . . . .	\$5,962.78
From United States mails, . . . . .	61.50
Car advertising, . . . . .	4.84
Advertising, . . . . .	24.00
Total gross earnings, . . . . .	\$6,053.12

## STATEMENT OF OPERATING EXPENSES FOR ELEVEN MONTHS.

For repairs of road-bed and track, . . . .	\$176.06
For repairs of electric line construction, . . . .	6.15
For removal of snow and ice, . . . .	157.13
For repairs of cars, . . . .	57.41
For electric motive power, . . . .	1,841.62
For wages and compensation of persons employed in conducting transportation, . . . .	2,206.90
For damages, losses, and gratuities to property, . . . .	14.50
For insurance, . . . .	52.50
For salaries and wages not included above, . . . .	65.85
General expense, . . . .	19.83
For other operating expenses:	
Land rent, . . . .	75.00
Printing and stationery, . . . .	8.60
Oil and waste, . . . .	18.00
Total operating expenses, . . . .	\$4,699.55
Net earnings, . . . .	\$1,353.57

## Total Receipts and Expenditures.

## STATEMENT OF RECEIPTS FROM ALL SOURCES.

Receipts from gross earnings as stated, . . . .	\$6,053.12
Receipts from other sources:	
Sale of material, . . . .	2,127.00
Bills payable, . . . .	190.22
Total, . . . .	\$8,370.34

## STATEMENT OF TOTAL EXPENDITURES.

For operating expenses, . . . .	\$4,699.55
For interest, . . . .	712.50
For construction account, . . . .	48.00
Bills and accounts receivable this date, . . . .	2,193.34
Cash on hand to balance, . . . .	716.95
Total, . . . .	\$8,370.34

## Comparative General Balance Sheet.

Assets.	Total, Sept. 30, 1897.
Construction account, . . . .	\$75,048.00
Equipment account, . . . .	12,825.00
Accounts receivable, . . . .	2,193.34
Cash on hand, . . . .	716.95
Total, . . . .	\$90,783.29



Liabilities.	Total, Sept. 30, 1897.
Capital stock, . . . . .	\$60,000.00
Bonds payable, or funded debt, . . . . .	30,000.00
Accounts payable, . . . . .	190.22
Coupon interest, . . . . .	37.50
Profit and loss, . . . . .	555.57
Total, . . . . .	\$90,783.29

#### Inventory of Equipment, September 30, 1897.

Number of enclosed cars owned, . . . . .	2
Number equipped with electric motors, . . . . .	2
Number of electric motors owned, . . . . .	4

#### Amount of Business, etc.

Total number of miles run during eleven months, . . . . .	42,409
Total number of passengers carried during eleven months, . . . . .	138,415
Total number of round trips for eleven months, . . . . .	8,761
Number of persons regularly employed by the company, . . . . .	5
Rates of fare:	

Regular rate of fare is five cents, but the tracks of this railway run over the toll bridge of the Middletown & Portland Bridge Company, and the bridge toll of three cents is collected on the cars. A transfer is also used in connection with the Middletown Street Railway Company, for which a charge of 10 cents is made, which includes the bridge toll.

This road did not open for business until the first of November, 1896, and this report shows accounts for but eleven months of operating.

#### Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc., . . . . .	2.8 miles.
Aggregate length of sidings, switches, etc., . . . . .	.4 "
Total length of railway owned, measured as single track, including sidings, switches, etc., . . . . .	3.2 "
* Length of railway operated wholly by electric power, . . . . .	2.8 "

Description of rail used and weight per yd.: T, 56-lb.

Name of overhead electric system adopted: General electric; single trolley.

Average speed and maximum speed at which electric cars are run: Average 10 miles, maximum, 15 miles.

Description of the several railway lines owned and operated by this company:

From Gildersleeve, in town of Portland, through Main Street, Portland, across the bridge of the Middletown & Portland Bridge Company, and on Bridge Street, Middletown, to the tracks of the Valley Division of the New York, New Haven & Hartford Railroad Company.

\* Measured as single track, exclusive of sidings, switches, etc.

**Statement of Each Accident.**

Car struck some chairs on peddler's wagon, and broke two of them.

Car struck wagon, and broke shaft of a team that started to cross ahead of car.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

CHAS. E. GRAHAM,  
*President.*

E. W. GOSS,  
*Secretary and Acting Treasurer.*

STATE OF CONNECTICUT, }  
NEW HAVEN COUNTY, } ss.

NEW HAVEN, October 27, 1897.

Then personally appeared the above-named Chas. E. Graham and E. W. Goss, President and acting Treasurer, respectively, of the Portland Street Railway Company, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

S. FRED. STRONG,  
*Notary Public.*

# SHELTON STREET RAILWAY COMPANY.

## History.

Name of company making this report? The Shelton Street Railway Company.  
 Date of organization? November 12, 1895.  
 Under laws of what State organized? State of Connecticut.  
 If a consolidated company, name the constituent companies? Not a consolidated company.

## Name and Address of Principal Officers.

President,	ANDREW RADEL,	Bridgeport, Conn.
Vice-President,	GOTTFRIED KRUEGER,	Newark, N. J.
General Manager,	ANDREW RADEL,	Bridgeport, Conn.
Superintendent,	H. A. THUMM,	Shelton, Conn.
Treasurer,	ALLAN W. PAIGE,	Bridgeport, Conn.

## Name and Residence of Directors Last Elected.

ANDREW RADEL,	.	.	.	Bridgeport, Conn.
DANIEL S. BRINSMADE,	.	.	.	Shelton, Conn.
ALLEN W. PAIGE,	.	.	.	Bridgeport, Conn.
WATSON J. MILLER,	.	.	.	Huntington, "
WILLIAM S. DOWNES,	.	.	.	Derby, Conn.

## General Information.

### CAPITAL STOCK.

Capital stock authorized by charter,	.	.	.	.	\$75,000.00
Capital stock authorized by vote of company,	.	.	.	.	75,000.00
Capital stock issued, 3,000 full shares of \$25 each,	.	.	.	.	75,000.00
Capital stock issued, subject to further assessment,	.	.	.	.	50,000.00
Amount credited on shares not issued,	.	.	.	.	All.
Stock issued for cash,	.	.	.	.	All.
Amount of stock held in Connecticut,	.	.	.	.	37,925.00
Number of stockholders residing in Connecticut,	6.				
Whole number of stockholders,	7.				

## Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to Sept. 30, 1897.	Cost per Mile.
Construction :		
Bridges and trestles, . . . . .	\$5,096 10	.....
Rails, . . . . .	9,778 83	.....
Ties, . . . . .	1,718 93	.....
Buildings, furniture, and fixtures, . . . . .	3,598 32	.....
Engineering expenses, . . . . .	1,554 53	.....
Freights, . . . . .	1,428 76	.....
* Line construction, . . . . .	1,907 16	.....
Track construction, . . . . .	9,329 03	.....
New electric power station building, including machinery, etc., . . . . .	876 43	.....
Superintendents' salaries, \$5,000.00 ; expenses, \$2,621.83 ; legal expenses, \$3,706.35 ; interest, \$1,594.27, . . . . .	12,922 45	.....
Total construction, . . . . .	\$48,210 54	\$19,284.22
Equipment :		
Motors and passenger cars, . . . . .	6,982 40	2,792.96
Grand total cost construction, equipment, etc.,	\$55,192.94	\$22,077.18

Construction of road commenced May 20, 1896 ; therefore no report submitted heretofore.

\* To include poles, wiring, feeder lines, etc.

## Earnings and Expenses.

## STATEMENT OF GROSS EARNINGS.

From passenger transportation, . . . . .	\$4,937.35
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## STATEMENT OF OPERATING EXPENSES.

For repairs of roadbed and track, . . . . .	\$10.00	
For removal of snow and ice, . . . . .	115.29	
For repairs of cars and electric equipment of cars, . . . . .	52.21	
For electric motive power, . . . . .	975.45	
For wages and compensation of persons employed in conducting transportation, . . . . .	2,327.82	
For insurance (fire), . . . . .	136.25	
For other operating expenses:		
Expense account, . . . . .	50.40	
Total operating expenses, . . . . .		\$3,667.42
Net earnings, . . . . .		\$1,269.93



**Total Receipts and Expenditures.****STATEMENT OF RECEIPTS FROM ALL SOURCES.**

Receipts from gross earnings as stated,	\$4,937.35
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**STATEMENT OF TOTAL EXPENDITURES.**

For operating expenses (as stated),	\$3,667.42
Construction — advanced from operating cost account for construction work,	433.05
Operating account — amount in cash due construction for advances,	440.11
Bills and accounts receivable this date,	20.54
Cash on hand to balance,	376.23
<b>Total,</b>	<b>\$4,937.35</b>

**Comparative General Balance Sheet.**

Assets.	Total, Sept. 30, 1897.
Construction account,	\$48,210.54
Equipment account,	6,922.40
Accounts receivable,	20.54
Operating account, advanced in cash to construction account,	433.05
Stock issued, on which this amount has not been paid for ; same is subject to call,	25,000.00
Cash on hand,	376.23
<b>Total,</b>	<b>\$81,022.76</b>

Liabilities.	Total, Sept. 30, 1897.
Capital stock,	\$75,000.00
Accounts payable,	4,503.12
Profit and loss,	1,519.64
<b>Total,</b>	<b>\$81,022.76</b>

**Inventory of Equipment, September 30, 1897.**

Number of enclosed cars owned,	4
Equipped with electric motors,	4
Number of electric motors owned,	4 sets.
Other articles of equipment :	
One Walkaway for snow-cleaning.	

**Amount of Business, etc.**

Total number of miles run during the year, . . . . .	No record kept.
Total number of passengers carried during the year, . . . . .	" "
Total number of round trips for the year, . . . . .	" "
Number of persons regularly employed by the company, . . . . .	5
Rate of fare, . . . . .	5 cents.

**Description of Road Owned and Operated.**

Length of railway owned, measured as single track, exclusive of sidings, switches, etc., . . . . .	2½ miles.
Aggregate length of sidings, switches, etc., . . . . .	⅛ "
Total length of railway owned, measured as single track, including sidings, switches, etc., . . . . .	2⅝ "
* Length of railway operated wholly by electric power, . . . . .	All electric.
Description of rail used, and weight per yard: 70 lb. T rail.	
Name of overhead electric system adopted, and whether single or double trolley: Single.	
Average speed and maximum speed at which electric cars are run: 6 miles per hour.	
Description of the several railway lines owned and operated by this company: From Derby viaduct to Howe Avenue, north and south.	

**List of all Accidents during the Year Ending September 30, 1897.**

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	..	..	..	..	..	..
Employees, . . . . .	..	..	..	..	..	..
Other persons, . . . . .	..	..	1	..	1	..

**Statement of Each Accident.**

Mr. Bartlett, riding a bicycle from Derby across viaduct to Shelton, ran into car while car was reversed, and sustained injuries from which he died four hours after the accident. This accident occurred September 10, 1897. The following day an inquest was held before Coroner Doten, and a verdict rendered of accidental death, caused by carelessness of the deceased.

\* Measured as single track, exclusive of sidings, switches, etc.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

ANDREW RADEL,  
*President.*

ALLAN W. PAIGE,  
*Treasurer.*

STATE OF CONNECTICUT, }  
COUNTY OF FAIRFIELD, } ss.

BRIDGEPORT, November 1, 1897.

Then personally appeared the above-named Andrew Radel of Bridgeport, Conn., President, and Allan W. Paige, Treasurer, of the said company, and severally made oath that the foregoing certificate, by them subscribed, is true, to the best of their knowledge and belief. Sworn before me,

GUSTAV KEHRER,  
*Notary Public.*

# SOUTH MANCHESTER LIGHT, POWER, AND TRAMWAY COMPANY.

## History.

Name of company making this report ? South Manchester Light, Power, and Tramway Company.

Date of organization ? August 1, 1894.

Under laws of what State organized ? Connecticut.

What carrier operates the road of this company ? Hartford, Manchester & Rockville Tramway Company, Lessor.

## Name and Address of Principal Officers.

President,	.	.	.	.	.	FRANK CHENEY, JR.
Treasurer,	.	.	.	.	.	FRANK W. CHENEY.
Secretary,	.	.	.	.	.	CHARLES S. CHENEY.

## Name and Residence of Directors Last Elected.

FRANK W. CHENEY,	.	.	.	.	South Manchester, Conn.
KNIGHT D. CHENEY,	.	.	.	.	" " "
HARRY G. CHENEY,	.	.	.	.	" " "
FRANK CHENEY, JR.,	.	.	.	.	" " "
RICHARD O. CHENEY,	.	.	.	.	" " "

## General Information.

### CAPITAL STOCK.

Capital stock authorized by charter (with privilege of increasing same \$10,000),	.	.	.	.	.	\$10,000.00
Capital stock authorized by vote of company,	.	.	.	.	.	10,000.00
Capital stock issued, 100 full shares of \$100 each,	.	.	.	.	.	10,000.00
Stock issued for cash,	.	.	.	.	.	10,000.00
Amount of stock held in Connecticut,	.	.	.	.	.	10,000.00
Number of stockholders residing in Connecticut, 10.						
Whole number of stockholders, 10.						



### Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to Sept. 30, 1896.	Total Cost to Sept. 30, 1897.	Cost per Mile.
Total construction, . . . . .	\$11,821.69	\$11,821.69	\$14,870.05

### Earnings and Expenses.

#### STATEMENT OF GROSS EARNINGS.

From rents to August 15, 1897, . . . . .	\$600.00
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### Total Receipts and Expenditures.

#### STATEMENT OF RECEIPTS FROM ALL SOURCES.

Receipts from gross earnings as stated, . . . . .	\$600.00
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#### STATEMENT OF TOTAL EXPENDITURES.

Paid on account of borrowed money, . . . . .	\$600.00
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### Comparative General Balance Sheet.

Total, Sept. 30, 1896.	Assets.	Total, Sept. 30, 1897.
\$11,821.69	Construction account, . . . . .	\$11,821.69

Total, Sept. 30, 1896.	Liabilities.	Total, Sept. 30, 1897.	Decrease, Year ending Sept. 30, 1897.
\$10,000.00	Capital stock, . . . . .	\$10,000.00	.....
1,241.69	Accounts payable, . . . . .	641.69	\$600.00
580.00	Profit and loss, . . . . .	1,180.00	.....
\$11,821.69	Total, . . . . .	\$11,821.69	\$600.00

### Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc., . . . . . 795 mile.

Total length of railway owned, measured as single track, including sidings, switches, etc., . . . . . 795 "

\*Length of railway operated wholly by electric power, . . . . . 795 "

Description of rail used, and weight per yard: T rail, 56 lbs. to yard.

Name of overhead electric system adopted, and whether single or double trolley:  
Anderson system, single.

\* Measured as single track, exclusive of sidings, switches, etc.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

FRANK CHENEY, JR.,  
*President.*

F. W. CHENEY,  
*Treasurer.*

STATE OF CONNECTICUT, }  
HARTFORD COUNTY, } ss.

MANCHESTER, November 1, 1897.

Then personally appeared the above-named Frank Cheney, Jr., President, and F. W. Cheney, Treasurer, and severally made oath that the foregoing certificate, by them subscribed, is true.      Before me,

CHARLES S. CHENEY,  
*Justice of the Peace.*

# THE SOUTHLINGTON & PLANTSVILLE TRAMWAY COMPANY.

## History.

Name of company making this report? The Southington & Plantsville Tramway Company.

Date of organization? March 26, 1888.

Under laws of what State organized? If more than one, name all; give reference to each statute and all amendments thereof. Connecticut.

## Corporate Name and Address of the Company.

The Southington & Plantsville Tramway Company, Southington, Conn.

## Name and Address of Principal Officers.

President,	STEPHEN WALKLEY,	Southington,	Conn.
Vice-President,	LUCIUS V. WALKLEY,	Plantsville,	"
General Manager,	LUCIUS V. WALKLEY,	"	"
Superintendent,	RALPH F. IVES,	Southington,	"
Treasurer,	RALPH F. IVES,	"	"
Corporation Clerk,	RALPH F. IVES,	"	"

## Name and Residence of Directors last Elected.

STEPHEN WALKLEY,	.	.	.	Southington,	Conn.
LUCIUS V. WALKLEY,	.	.	.	Plantsville,	"
J. FRANK PRATT,	.	.	.	Southington,	"
TRUMAN E. BARNES,	.	.	.	"	"
JAMES IRVINE,	.	.	.	New York City.	

## General Information.

### CAPITAL STOCK.

Capital stock authorized by charter,	.	.	.	.	\$40,000.00
Capital stock authorized by vote of company,	.	.	.	.	20,000.00
Capital stock issued, 800 full shares of \$25 each,	.	.	.	.	20,000.00
Stock issued for cash,	.	.	.	.	20,000.00
Amount of stock held in Connecticut,	.	.	.	.	19,675.00
Number of stockholders residing in Connecticut,	77.				
Whole number of stockholders,	80.				

## BONDS OR FUNDED DEBT.

First mortgage due, October 1, 1904.

Amount of authorized issue, . . . . . \$20,000.00

Amount issued, . . . . . 20,000.00

Amount outstanding, . . . . . 20,000.00

Cash realized on amount issued, . . . . . 19,830.00

Interest—Rate, 6 per cent.

When payable, April 1st and October 1st.

Amount accrued during year, . . . . . 1,200.00

Amount paid during year, . . . . . 1,200.00

This Company, in accordance with amended charter, combines an electric lighting plant and electric railway. Under the head of "General Information" the condition of the entire business is given. On following pages only railway plant is reported.

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**Cost of Road, Equipment, and Permanent Improvements.**

Item.	Total Cost to Sept. 30, 1896.	Total Cost to Sept. 30, 1897.	Cost Per Mile.
Total construction, . . . . .	\$18,512.23	\$19,280.33	\$12,768.43
Equipment, . . . . .	3,228.10	2,197.28	.....
Electric equipment, . . . . .	.....	850.00	.....
Cash boxes, registers, etc., . . . . .	.....	226.37	.....
Total equipment, . . . . .	.....	\$3,273.65	\$2,167.98
Total cost construction, equipment, etc., .....	.....	\$22,553.98	\$14,936.41

**Earnings and Expenses.**

## STATEMENT OF GROSS EARNINGS.

From passenger transportation, . . . . .	\$3,886.07
Advertising, . . . . .	68.75
Total gross earnings, . . . . .	\$3,954.82

## STATEMENT OF OPERATING EXPENSES.

For repairs of roadbed and track, . . . . .	\$537.40
For repairs of buildings and fixtures, . . . . .	153.81
For repairs of electric line construction, . . . . .	1.65
For removal of snow and ice, . . . . .	13.86
For repairs of cars, . . . . .	146.23
For repairs of electric equipment of cars, . . . . .	50.26
For wages and compensation of persons employed in conducting transportation, . . . . .	1,444.79
For insurance, . . . . .	52.62
For salaries and wages not included above, . . . . .	124.99
For coal, . . . . .	790.00
For oil, waste, and sundry expenses, . . . . .	63.13
Total operating expenses, . . . . .	\$3,378.74
Net earnings, . . . . .	\$576.08



Total Receipts and Expenditures.

STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report,	.	.	.	\$69.67
Receipts from gross earnings as stated,	.	.	.	3,954.82
Transferred from lighting plant,	.	.	.	1,046.73
Total,	.	.	.	\$5,070.22

STATEMENT OF TOTAL EXPENDITURES.

For operating expenses as stated,	.	.	.	\$3,378.74
For taxes,	.	.	.	166.32
For interest,	.	.	.	619.78
For construction account,	.	.	.	768.10
For equipment account,	.	.	.	45.55
Cash on hand to balance,	.	.	.	91.73
Total,	.	.	.	\$5,070.22

Comparative General Balance Sheet.

Total, Sept. 30, 1896.	Assets.	Total, Sept. 30, 1897.	Increase Year ending Sept. 30, 1897.	Decrease Year ending Sept. 30, 1897.
\$18,512.23	Construction account,	\$19,280.33	\$768.10	
3,228.10	Equipment account,	3,273.65	45.55	
68.67	Cash on hand,	91.73	23.06	
141.00	Stock impaired,			
\$21,950.00	Total,	\$22,645.71	\$836.71	

Total, Sept. 30, 1896.	Liabilities.	Total, Sept. 30, 1897.	Increase Year ending Sept. 30, 1897.	Decrease Year ending Sept. 30, 1897.
\$10,000.00	Capital stock,	\$10,000.00		
10,000.00	B'ds payable, or funded debt,	10,000.00		
1,950.00	{ Bills payable, or unfunded	{ 2,202.07	\$252.07	
	{ debt,	{		
	Accounts payable,			
	Profit and loss,	443.64	443.64	
	Stock impaired last year,		141.00	
\$21,950.00	Total,	\$22,645.71	\$836.71	

Inventory of Equipment, September 30, 1897.

Number of enclosed cars owned,	.	.	.	.	.	3
Equipped with electric motors,	.	.	.	.	.	3

**Amount of Business, etc.**

Total number of miles run during the year, . . . . .	43,249
Total number of passengers carried during the year, . . . . .	77,721
Total number of round trips for the year, . . . . .	14,416
Number of persons regularly employed by the company, . . . . .	5
Rates of fare, . . . . .	5 cents.

**Description of Road Owned and Operated.**

Length of railway owned, measured as single track, exclusive of sidings, switches, etc., . . . . .	1.51 miles.
Aggregate length of sidings, switches, etc., . . . . .	.06 "
Total length of railway owned, measured as single track, including sidings, switches, etc., . . . . .	1.57 "
*Total length of railway operated, whether owned by this or other companies, . . . . .	1.51 "
*Length of railway operated wholly by electric power, . . . . .	1.51 "
Description of rail used and weight per yard: 25 lbs. T.	
Name of overhead electric system adopted, and whether single or double trolley? T. H. single.	
Average speed and maximum speed at which electric cars are run: 1 mile in 6 minutes; 1 mile in 4½ minutes.	
Description of the several railway lines owned and operated by this company; Single line from Southington to Plantsville, passing through parts of Center, Liberty, Eden Avenue, Bristol, and Main streets.	

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

STEPHEN WALKLEY,  
*President.*

RALPH F. IVES,  
*Treasurer.*

STATE OF CONNECTICUT, }  
HARTFORD COUNTY, } ss.

Then personally appeared the above-named Stephen Walkley, President, and Ralph F. Ives, Treasurer of the Southington & Plantsville Tramway Co., and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

EDWIN G. LEWIS,  
*Notary Public.*

\* Measured as single track, exclusive of sidings, switches, etc.

# STAMFORD STREET RAILROAD COMPANY.

## History.

Name of company making this report? Stamford Street Railroad Company, formerly the Stamford Horse Railroad Company.  
 Date of organization? Stamford Horse Railroad Company, August 9, 1886; Stamford Street Railroad Company, July 3, 1889.  
 Under laws of what State organized? Connecticut: Special Laws, 1886, No. 40; 1887, No. 186; 1889, No. 355; 1893, No. 725; 1895, Nos. 238 and 350.  
 If a reorganized company, give name of original corporation, and refer to laws under which it was organized? Stamford Horse Railroad Company, reorganized as Stamford Street Railroad Company, under Chap. II, Public Acts, 1889.

## Name and Address of Principal Officers.

President,	N. H. HEFT,	New Haven, Conn.
Vice-President,	WILLIAM W. GILLESPIE,	Stamford, "
Superintendent,	GEORGE W. PEIRCE,	" "
Treasurer,	WM. L. SQUIRE,	New Haven, "
Corporation Clerk,	WM. L. SQUIRE,	" "

## Name and Residence of Directors Last Elected.

NATHAN H. HEFT,	.	.	.	Bridgeport, Conn.
WILLIAM W. GILLESPIE,	.	.	.	Stamford, "
JULIUS B. CURTIS,	.	.	.	" "
GEORGE H. HOYT,	.	.	.	" "
SAMUEL FESSENDEN,	.	.	.	" "
JOHN M. HALL,	.	.	.	New Haven, "
ROBERT A. FOSDICK,	.	.	.	" "

## General Information.

### CAPITAL STOCK.

Capital stock authorized by charter,	.	.	.	\$200,000.00
Capital stock authorized by vote of company,	.	.	.	100,000.00
Capital stock issued, 1,842 full shares of \$50 each, and \$140 in scrip,	.	.	.	92,240.00
Stock issued for cash,	.	.	.	92,240.00
Amount of stock held in Connecticut,	.	.	.	90,400.00
Number of stockholders residing in Connecticut,	58.			
Whole number of stockholders,	69.			

## BONDS OR FUNDED DEBT.

First mortgage due, August 1, 1909, . . . . .	\$75,000.00
Amount of authorized issue, . . . . .	75,000.00
Amount issued, . . . . .	75,000.00
Amount outstanding, . . . . .	75,000.00
Cash realized on amount issued, . . . . .	75,000.00
Interest—Rate, 5 per cent.	

When payable, February 1st and August 1st.

Amount accrued during year, . . . . .	3,750.00
State all miscellaneous obligations, . . . . .	211,999.94

## Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during Year not included in Operating Expenses, charged to Income Account as Permanent Improvements.	Total Cost to Sept. 30, 1896.	Total Cost to Sept. 30, 1897.	Cost per Mile.
Construction and equipment to September 30, 1895, . . . . .		\$201,140.37	\$201,140.37	
Grading, and bridge and culvert masonry, . . . . .	\$38.79	1,062.16	1,100.95	
Buildings, furniture, and fixtures, . . . . .		189.66	189.66	
Engineering expenses, . . . . .	139.79	487.11	626.90	
Extension of tracks, . . . . .	22,087.57	52,845.89	74,933.46	
* New electric line construction, . . . . .	5,745.55	3,178.20	8,923.75	
New electric power station building, including machinery, etc., . . . . .	36,771.09	25,636.14	62,407.23	
Lighting plant, . . . . .	7,596.30		7,596.30	
Total construction, . . . . .	\$72,379.09	\$284,539.53	\$356,918.62	\$32,300.33
† Equipment: . . . . .				
Motors, . . . . .	7,137.05	227.34	7,364.39	
Passenger cars, . . . . .	7,186.79	1,576.52	8,763.31	
Additional cars and other vehicles, . . . . .	1,466.00	408.30	1,874.30	
Trucks, . . . . .	1,464.16		1,464.16	
Total equipment, . . . . .	\$17,254.00	\$2,212.16	\$19,466.16	\$1,761.64
Grand total cost construction, equipment, etc., }	\$89,633.09	\$286,751.69	\$376,384.78	\$34,061.97

\* To include poles, wiring, feeder lines, etc.

† Total to September 30, 1895, included with construction.



**Earnings and Expenses.****STATEMENT OF GROSS EARNINGS.**

From passenger transportation, . . . . .	\$40,166.25	
From advertising, . . . . .	260.00	
Total gross earnings, . . . . .		\$40,426.25

**STATEMENT OF OPERATING EXPENSES.**

For repairs of roadbed and track, . . . . .	\$401.93	
For repairs of buildings and fixtures, . . . . .	32.43	
For repairs of electric line construction, . . . . .	328.23	
For removal of snow and ice, . . . . .	255.40	
For repairs of cars, . . . . .	446.32	
For repairs of electric equipment of cars, . . . . .	1,324.59	
For harnesses, horse-shoeing, veterinary care, provender, hay, etc., . . . . .	248.61	
For electric motive power, . . . . .	8,226.61	
For wages and compensation of persons employed in conducting transportation, . . . . .	13,967.27	
For insurance, . . . . .	2,229.34	
For other operating expenses: Repairs trucks, \$480.11; office expenses, \$3,392.55; legal, \$52.60; miscellaneous, \$241.90; repairs, \$85.82; repairs power plant, \$80.37, . . . . .	4,333.35	
Total operating expenses, . . . . .		\$31,794.08
Net earnings, . . . . .		\$8,632.17

**Total Receipts and Expenditures.****STATEMENTS AND RECEIPTS FROM ALL SOURCES.**

Cash on hand at date of last report, . . . . .	\$299.10	
Receipts from gross earnings as stated, . . . . .	40,426.25	
Receipts from other sources: Loans, \$99,500.00; rebates, \$2,433.48; sale of old material, \$472.85, . . . . .	102,406.33	
Total, . . . . .		\$143,131.68

**STATEMENT OF TOTAL EXPENDITURES.**

For operating expenses (as stated), . . . . .	\$31,794.08	
For taxes, . . . . .	1,000.00	
For construction account, . . . . .	35,608.00	
For equipment account, . . . . .	17,254.00	
For property account, . . . . .	36,771.09	
Injuries to persons, . . . . .	155.55	
Injuries to property, . . . . .	374.10	
Vouchers charged in account prior to Sept. 30, 1896, . . . . .	19,303.80	
Cash on hand to balance, . . . . .	871.06	
Total, . . . . .		\$143,131.68

## Comparative General Balance Sheet.

Total, Sept. 30, 1896.	Assets.	Total, Sept. 30, 1897.	Increase Year ending Sept. 30, 1897.	Decrease Year ending Sept. 30, 1897.
\$284,539.53	Construction account, . . .	\$314,927.28	\$30,387.75	
2,212.16	Equipment account, . . .	53,861.20	51,649.04	
.....	Special construction lighting plant, . . .	7,596.30	7,596.30	
417.48	Materials on hand, . . .	264.06	.....	\$153.42
.....	Suspense account, . . .	103.92	103.92	
.....	Cashier's contingent fund, . .	1.50	1.50	
299.10	Cash on hand, . . .	871.06	571.96	
30,432.63	Profit and loss, . . .	36,274.36	5,841.73	
\$317,900.90	Total, . . .	\$413,899.68	\$96,152.20	\$153.42

Total, Sept. 30, 1896.	Liabilities.	Total, Sept. 30, 1897.	Increase Year ending Sept. 30, 1897.	Decrease Year ending Sept. 30, 1897.
\$92,240.00	Capital stock, . . .	\$92,240.00	.....	
75,000.00	Bonds payable, or funded debt, . . .	75,000.00	.....	
112,499.94	Bills payable, or unfunded debt, . . .	211,999.94	\$99,500.00	
24,683.24	Accounts payable, . . .	6,149.40	.....	\$18,533.84
7,470.00	Overdue coupon interest, . .	.....	.....	7,470.00
6,007.72	Interest accrued on notes and bonds, . . .	.....	.....	6,007.72
.....	Interest accrued on bills pay- able, . . .	15,175.76	15,175.76	
.....	Interest accrued on bonds, . .	11,845.00	11,845.00	
.....	Accident insurance sinking fund, . . .	1,489.58	1,489.58	
\$317,900.90	Total, . . .	\$413,899.68	\$128,010.34	\$32,011.56

## Inventory of Equipment, September 30, 1897.

Number of enclosed cars owned, . . .	9
Equipped with electric motors, . . .	9
Number of open cars owned, . . .	11
Equipped with electric motors, . . .	6
Number of electric motors owned (15 double equipments), . . .	30
Number of electric cars equipped with fenders, . . .	7
Number of electric snow-plows owned, . . .	1
Number of horses owned, . . .	3
Number of harnesses (pairs of), . . .	1
Number of other vehicles, . . .	3

**Amount of Business, etc.**

Total number of miles run during the year, . . . . .	282,147.36
Total number of passengers carried during the year, . . . . .	830,338
Number of persons regularly employed by the company, . . . . .	38
Rates of fare, local, 5 cents.	

**Description of Road Owned and Operated.**

Length of railway owned, measured as single track, exclusive of sidings, switches, etc., . . . . .	11.05 miles.
Aggregate length of sidings, switches, etc., . . . . .	.20 "
Total length of railway owned measured as single track, including sidings, switches, etc., . . . . .	11.25 "
Aggregate length of track owned which is paved, . . . . .	3.40 "
* Total length of railway operated, whether owned by this or other companies, . . . . .	11.05 "
* Length of railway operated wholly by electric power, . . . . .	11.05 "
Description of rail used, and weight per yard: T rail, steel, 25, 60, and 70 lbs.	
Name of overhead electric system adopted, and whether single or double trolley: General electric, single trolley.	
Average speed and maximum speed at which electric cars are run: Average, 6 miles; maximum, 10 miles.	

**List of all Accidents during the Year Ending September 30, 1897.**

	INJURED FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	..	..	..	..	..	..
Employees, . . . . .	..	..	..	..	..	..
Other persons, . . . . .	..	..	1	2	1	2

**Statement of Each Accident.**

James W. Reese, Stamford, Conn., 2 years old, ran in front of car, and was struck by running board and skull fractured, August 17, 1897.

Joseph Kennedy, Stamford, Conn., drove in front of car; thrown out, and two ribs broken.

Mrs. O. A. Morgan, Stamford, Conn., fell from running board, and hip injured slightly.

\* Measured as single track, exclusive of sidings, switches, etc.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

N. H. HEFT,  
*President.*

W. L. SQUIRE,  
*Treasurer.*

STATE OF CONNECTICUT, }  
COUNTY OF NEW HAVEN, } ss.

NEW HAVEN, November 16, 1897.

Then personally appeared the above-named N. H. Heft and W. L. Squire, and severally made oath that the foregoing certificate, by them subscribed, is true.  
Before me,

A. S. MAY,  
*Notary Public.*



# WATERBURY TRACTION COMPANY.

## History.

Name of Company making this report? Waterbury Traction Company.  
 Date of organization? January, 1886, as Waterbury Horse Railroad Company.  
 Name changed by Act of General Assembly, approved June 14, 1893.  
 Under laws of what State organized? Connecticut. Act approved March 18, 1884; Waterbury Horse Railroad Company, amendment, approved February 14, 1896; Waterbury Traction Company, amendment, approved June 14, 1893; Waterbury Traction Company, amendment, approved June 27, 1893; Waterbury Traction Company, amendment, approved June 20, 1895.

## Name and Address of Principal Officers.

President,	D. S. PLUME,	Waterbury, Conn.
General Manager,	J. E. SEWELL,	" "
Treasurer,	J. R. SMITH,	" "
Corporation Clerk,	A. M. YOUNG,	" "

## Name and Residence of Directors Last Elected.

D. S. PLUME, . . . . .	Waterbury, Conn.
G. E. TERRY, . . . . .	" "
A. M. YOUNG, . . . . .	" "
J. R. SMITH, . . . . .	" "
C. H. NEWHALL, . . . . .	Lynn, Mass.
J. S. BARTLETT, . . . . .	" "
M. P. CLOUGH, . . . . .	" "

## General Information.

### CAPITAL STOCK.

Capital stock authorized by charter, . . . . .	\$1,000,000.00
Capital stock authorized by vote of company, . . . . .	600,000.00
Capital stock issued, 6,000 full shares of \$100 each, . . . . .	600,000.00
Stock issued for cash, . . . . .	50,000.00
Stock issued for stock of Connecticut Electric Company, . . . . .	50,000.00

Stock issued for increased valuation of equipment, . . . . .	\$500,000.00
Amount of stock held in Connecticut, . . . . .	271,200.00
Number of stockholders residing in Connecticut, 68.	
Whole number of stockholders, 80.	

## BONDS OR FUNDED DEBT.

First mortgage due November 1, 1923.

Amount of authorized issue, . . . . .	\$800,000.00
Amount issued, . . . . .	600,000.00
Amount outstanding, . . . . .	600,000.00
Interest—rate, 5 per cent.	
When payable: May 1st and November 1st.	
Amount accrued during year, . . . . .	30,000.00
Amount paid during year, . . . . .	30,000.00
Notes, . . . . .	20,000.00

## Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during Year, not included in Operating Expenses, charged to Construction or Equipment.	Total Cost to Sept. 30, 1896.	Total Cost to Sept. 30, 1897.	Cost per Mile.
Construction:				
Right of way, . . . . .	\$550.00		\$550.00	
Other real estate, . . . . .		\$6,750.00	6,750.00	
Grading, and bridge and culvert masonry, . . . . .	6,559.14		6,559.14	
Bridges and trestles, . . . . .	95.00		95.00	
Rails, . . . . .	7,635.37		7,635.37	
Ties, . . . . .	2,404.40		2,404.40	
Other superstructure, . . . . .	1,487.69		1,487.69	
Buildings, furniture, and fixtures, . . . . .	145.28	12,043.36	12,188.64	
Shop machinery and tools, . . . . .		1,522.30	1,522.30	
Engineering expenses, . . . . .	1,736.19		1,736.19	
Sidings and extensions (special work), . . . . .	1,935.66		1,935.66	
Road built by contract, . . . . .		747,324.78	747,324.78	
Extension of road-bed and tracks, . . . . .	7,079.98	20,028.90	27,108.88	
*New electric line construction, . . . . .	5,238.04	2,671.49	7,909.53	
Total construction, . . . . .	\$34,866.75	\$790,340.83	\$825,207.58	\$67,751.03

\* Includes poles, wiring, feeder lines, etc.

Cost of Road, Equipment, and Permanent Improvements.— *Continued*

Item.	Expenditures during Year not included in Operating Expenses, charged to Construction or Equipment.	Total Cost to Sept. 30, 1897.	Total Cost to Sept. 30, 1897.	Cost per Mile.
Equipment:				
Motors, . . . . .	\$4,354.30		\$4,354.30	
Passenger cars, . . . . .		\$33,832.39	33,832.39	
Additional cars and other vehicles, . . . . .	9,668.00	2,600.00	12,268.00	
Electric equipment of same (see motors), . . . . .		1,680.00	1,680.00	
Fenders, . . . . .	858.08	1,400.00	2,258.08	
Electric headlights and sundries, . . . . .	96.60	580.53	677.13	
Total equipment, . . . . .	\$14,976.98	\$40,092.92	\$55,069.90	\$4,521.34
Grand total cost construction, equipment, etc., . . . . .	\$49,843.73	\$830,433.75	\$880,277.48	\$72,272.37
Electric light department, betterments, . . . . .	\$27,167.54	\$28,774.53	\$55,942.07	
Electric light department, plant account, . . . . .		423,706.19	423,706.19	

## Earnings and Expenses.

## STATEMENT OF GROSS EARNINGS.

From passenger transportation, . . . . .	\$144,100.31
From rents, . . . . .	117.50
From other sources:	
Advertising, . . . . .	\$423.63
Discounts, . . . . .	152.86
Ticket sales, . . . . .	319.81— 896.30
Total gross earnings, . . . . .	\$145,114.11

## STATEMENT OF OPERATING EXPENSES.

For repairs of roadbed and track, . . . . .	\$6,446.87
For repairs of buildings and fixtures, . . . . .	213.41
For repairs of electric line construction, . . . . .	682.08
For removal of snow and ice, . . . . .	721.31
For repairs of cars, . . . . .	5,041.70
For repairs of electric equipment of cars, . . . . .	947.44
For harnesses, horse-shoeing, veterinary care, provender, hay, etc. (team account), . . . . .	403.14

For electric motive power, . . . . .	\$16,325.82	
For wages and compensation of persons employed in conducting transportation, . . . . .	38,221.77	
For damages, losses, and gratuities to persons, . . . . .	393.00	
For damages, losses, and gratuities to property, . . . . .	19.80	
For insurance, . . . . .	5,302.97	
For salaries and wages not included above, . . . . .	3,993.62	
For other operating expenses :		
Transportation supplies account, . . . . .	3,659.25	
Stationery and printing, . . . . .	363.62	
General expense, . . . . .	1,404.16	
Legal expense, . . . . .	2,010.03	
Total operating expenses, . . . . .		\$86,149.99
Net earnings, . . . . .		\$58,964.12

## Total Receipts and Expenditures.

## STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report, . . . . .	\$17,433.10	
Bills and accounts receivable at date of last report, . . . . .	21,085.19	
Receipts from gross earnings as stated, . . . . .	145,114.11	
Receipts from other sources:		
Electric department (light) income, . . . . .	106,178.63	
Bills payable, . . . . .	30,000.00	
Total, . . . . .		\$319,811.03

## STATEMENT OF TOTAL EXPENDITURES.

For operating expenses (as stated), . . . . .	\$86,149.99	
For taxes (State, city, and water), . . . . .	6,181.84	
For interest (on bonds, \$30,000), . . . . .	31,103.26	
For dividends—No. 4, rate per cent., 1; date when paid, July, October, January, and April 1st, . . . . .	24,000.00	
For construction account, . . . . .	34,866.75	
For equipment account, . . . . .	14,976.98	
For property account, electric light betterments, . . . . .	27,167.54	
For other purposes:		
Electric light operation, . . . . .	55,731.48	
Bills payable, . . . . .	10,000.00	
Sundry accounts payable, . . . . .	11,681.98	
Insurance, unearned premiums, . . . . .	754.51	
Material in stockroom, . . . . .	441.78	
Bills and accounts receivable this date, . . . . .	15,523.34	
Cash on hand to balance, . . . . .	1,226.58	
Total, . . . . .		\$319,811.03



## Comparative General Balance Sheet.

Total, Sept. 30, 1896.	Assets.	Total, Sept. 30, 1897.	Increase, Year ending Sept. 30, 1897.	Decrease, Year ending Sept. 30, 1897.
\$41,493.75	Railway betterments, . . . . .	\$76,360.50		
727,324.78	Construction account, . . . . .	707,324.78		
41,615.22	Equipment account, . . . . .	56,592.20	\$29,843.73	
403,706.19	Plant account, . . . . .	383,706.19		
28,774.53	Betterments electric light department, . . . . .	55,942.07	7,167.54	
1,103.62	Insurance, unearned pre- miums, . . . . .	1,858.13	754.51	
12,568.72	Materials on hand, . . . . .	13,010.50	441.78	
31,085.19	Accounts receivable, . . . . .	15,528.34		\$5,556.85
2,850.00	Investment, . . . . .	2,850.00		
17,433.10	Cash on hand, . . . . .	1,226.58		16,206.52
\$1,297,955.10	Total, . . . . .	\$1,314,399.29	\$38,207.56	\$21,763.37

Total, Sept. 30, 1896.	Liabilities.	Total, Sept. 30, 1897.	Increase, Year ending Sept. 30, 1897.	Decrease, Year ending Sept. 30, 1897.
\$600,000.00	Capital stock, . . . . .	\$600,000.00		
600,000.00	Bonds payable, or funded debt, . . . . .	600,000.00		
	Bills payable, or unfunded debt, . . . . .	20,000.00	\$20,000.00	
10,335.11	Accounts payable, . . . . .	98.70		\$10,236.41
477.65	Ticket sales account, . . . . .	797.46	319.81	
12,500.00	Accrued bond interest, . . . . .	12,500.00		
7,443.16	Accrued taxes, . . . . .	5,997.59		1 445.57
67,199.18	Profit and loss, . . . . .	75,005.54	7,806.36	
\$1,297,955.10	Total, . . . . .	\$1,314,399.29	\$28,126.17	\$11,681.98

## Inventory of Equipment, September 30, 1897.

Number of enclosed cars owned, . . . . .	24
Equipped with electric motors, . . . . .	24
Number of open cars owned, . . . . .	30
Equipped with electric motors, . . . . .	24, 6 trail cars.
Number of electric motors owned, . . . . .	59
Number of electric cars equipped with fenders, . . . . .	44
Number of electric snow-plows owned, . . . . .	2
Number of horses owned, . . . . .	2
Number of harnesses (pairs of), . . . . .	3
Number of other vehicles: 1 tow wagon, 1 double truck, 2 single dump-carts, 1 express wagon.	
Other articles of equipment, viz.: 2 scrapers (horse), 1 electric sweeper, 2 flat cars.	

**Amount of Business, etc.**

Total number of miles run during the year, . . . . .	543,824
Total number of passengers carried during the year, . . . . .	3,068,524
Total number of round trips for the year, . . . . .	97,092
Number of persons regularly employed by the company, . . . . .	85
Rates of fare: Local tickets, 4 cents; cash, 5 cents; Naugatuck tickets, 8 cents; cash, 10 cents; school tickets, 3 cents.	

**Description of Road Owned and Operated.**

Length of railway owned, measured as single track, exclusive of sidings, switches, etc., . . . . .	12.18 miles.
Aggregate length of sidings, switches, etc., . . . . .	1.82 "
Total length of railway owned, measured as single track, including sidings, switches, etc., . . . . .	14.00 "
Aggregate length of track owned which is paved, . . . . .	8.37 "
*Total length of railway operated, whether owned by this or other companies, . . . . .	12.18 "
*Length of railway operated wholly by electric power, . . . . .	12.18 "
Description of rail used, and weight per yard: 56-lb. 4½ in., 60-lb. 6 in., 70-lb. 7 in., all of Tee section.	
Name of overhead electric system adopted, and whether single or double trolley: General Electric, single.	
Average speed and maximum speed at which electric cars are run: Average, 7½ miles, maximum, 15.	
Description of the several railway lines owned and operated by this company:	
East and West Main Street.	
Bank and North Main Street.	
South Main and Naugatuck.	
Waterville Division.	

**List of All Accidents during the Year ending September 30, 1897.**

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	..	..	..	2	..	2
Employes, . . . . .	..	..	..	1	..	1
Other persons, . . . . .	..	..	1	6	1	6

**Statement of Each Accident.**

October 10, 1896. Car and carriage collided. Occupants of carriage were thrown out, and one man quite seriously injured.

November 29, 1896. Man stepped on to car to speak to motorman, lost his balance, and fell to pavement, fracturing his skull. He died instantly.

\* Measured as single track, exclusive of sidings, switches, etc.

December 6, 1896. Boy hanging on car lost his hold and fell. Sprained his wrist.

March 16, 1897. Lady fell while alighting from car. Bruised her knee slightly.

June 1, 1897. Man struck by fender and knocked down. Was taken to hospital, but found uninjured.

July 23, 1897. Young lady stepped off moving car. Slightly injured.

July 30, 1897. Car struck carriage that was standing beside track. Caused by horse backing on to rail just as car reached it. A lady who was seated in carriage was thrown out and slightly injured.

August 10, 1897. Car picked up bicycle and rider. No injuries reported.

August 21, 1897. Lineman fell from top of car to ground, breaking his leg.

September 25, 1897. Carriage crashed into car, throwing occupants out of carriage. Man received slight scalp wound; woman unhurt.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

D. S. PLUME,  
*President.*

J. R. SMITH,  
*Treasurer.*

STATE OF CONNECTICUT, }  
NEW HAVEN COUNTY, } ss.

WATERBURY, October 26, 1897.

Then personally appeared the above-named D. S. Plume and J. R. Smith, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

J. H. HURLBUT,  
*Notary Public.*

# THE WESTPORT & SAUGATUCK STREET RAILWAY COMPANY.

## History.

Name of company making this report: Westport & Saugatuck Street Railway Company.

Date of organization: March 7, 1876.

Under laws of what State organized? Connecticut; Article I, Part IX, Chapter II, Title XVII, General Statutes; Private Acts, 1876; Private Acts, 1895; Private Acts, 1897.

## Name and Address of Principal Officers.

President,	ARTHUR S. HOYT,	Westport, Conn.
Vice-President,	LLOYD NASH,	" "
Superintendent,	SAMUEL A. PURDY,	" "
Treasurer,	WILLIAM EDGAR NASH,	" "
Corporation Clerk,	SAMUEL A. PURDY,	" "

## Name and Residence of Directors Last Elected.

A. S. HOYT,	Westport, Conn.
W. E. NASH,	" "
W. G. STAPLES,	" "
LLOYD NASH,	" "
F. M. SALMON,	" "
W. E. OSBORN,	" "
S. A. PURDY,	" "

## General Information.

### CAPITAL STOCK.

Capital stock authorized by charter,	\$100,000.00
Capital stock authorized by vote of the company,	40,000.00
Capital stock issued, 400 full shares of \$100 each,	40,000.00
Stock issued for cash,	40,000.00
Amount of stock held in Connecticut,	39,700.00
Number of stockholders residing in Connecticut, 23.	
Whole number of stockholders, 25.	

### BONDS OR FUNDED DEBT.

First mortgage due, 1916.	
Amount of authorized issue,	\$26,000.00
Amount issued,	8,800.00

Amount outstanding,	\$8,800.00
Cash realized on amount issued,	8,800.00
Interest—Rate, 5 per cent.	
When payable, February and August.	
Amount accrued during year,	\$392.58
Amount paid during year,	270.08

### Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during year not included in operating expenses, charged to Construction or Equipment.	Total Cost to Sept. 30, 1896.	Total Cost to Sept. 30, 1897.	Cost per Mile.
Construction:				
Real estate, . . . . .		\$173.74	\$173.74	
Grading, and bridge and culvert masonry, . . . . .	\$520.57	3,994.20	4,514.77	
Bridges and trestles, . . . . .		170.25	170.25	
Buildings, furniture, and fixtures, . . . . .	686.97	2,142.26	2,829.23	
Shop machinery and tools, . . . . .		425.00	425.00	
Engineering expenses, . . . . .		1,510.60	1,510.60	
Interest during construction, . . . . .		173.35	173.35	
Road built by contract, . . . . .		33,219.65	33,219.65	
*New electric line construction (length 15,720 ft.), . . . . .	2,036.84	4,031.67	6,068.51	
New electric power station building, including machinery, etc., . . . . .	1,283.14	1,398.98	2,682.12	
Other items, . . . . .		998.36	998.36	
" " . . . . .		15,252.00	15,252.00	
Total construction, . . . . .	\$4,527.52	\$63,490.06	\$68,017.58	\$13,284.68
Equipment:				
Motors, . . . . .	771.10	2,250.00	3,021.10	
Passenger cars, . . . . .		3,594.66	3,594.66	
Snow-plow, . . . . .	49.50		49.50	
Conversion of horse-cars to motor cars and other items, . . . . .	2,800.46		2,800.46	
Total equipment, . . . . .	\$3,621.06	\$5,844.66	\$9,465.72	
Total cost construction, equipment, etc., { . . . . .		\$69,334.72	77,483.30	\$15,133.45

\* Includes poles, wiring, feeder lines, etc.



## Earnings and Expenses.

## STATEMENT OF GROSS EARNINGS.

From passenger transportation.	\$7,269.12
From United States mails,	402.25
From express,	45.00
Total gross earnings,	\$7,716.37

## STATEMENT OF OPERATING EXPENSES.

For repairs of roadbed and track,	\$769.49
For removal of snow and ice,	23.25
For harnesses, horse-shoeing, and veterinary care,	15.00
For provender, hay, etc.,	78.00
For electric motive power,	2,554.97
For wages and compensation of persons employed in conducting transportation,	4,316.04
For insurance,	101.00
Total operating expenses,	7,857.75
Net earnings,	\$141.38

## Total Receipts and Expenditures.

## STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report,	\$13.52
Bills and accounts receivable at date of last report,	375.98
Receipts from gross earnings, as stated,	7,716.37
Receipts from bills payable,	7,282.66
Receipts from sale of bonds,	2,700.00
Total,	\$13,088.53

## STATEMENT OF TOTAL EXPENDITURES.

For operating expenses as stated,	\$7,857.75
For taxes,	452.30
For interest,	1,109.13
For construction account,	4,527.52
For equipment account,	3,621.06
For betterments,	385.96
Bills and accounts receivable this date,	129.66
Cash on hand to balance,	5.15
Total,	\$18,088.53

## Comparative General Balance Sheet.

Total, Sept. 30, 1896.	Assets.	Total, Sept. 30, 1897.	Increase Year ending Sept. 30, 1897.	Decrease Year ending Sept. 30, 1897.
\$61,034 06	Construction account, . . . . .	\$65,561 58	\$4,527.52	.....
8,300.66	Equipment account, . . . . .	11,921.72	3,621.06	.....
.....	Betterments, . . . . .	690.04	690.04	.....
1,619.39	Materials on hand, . . . . .	2,542.46	923.07	.....
375 98	Accounts receivable, . . . . .	129.66	.....	\$246.32
13.52	Cash on hand, . . . . .	5.15	.....	8.37
.....	Loss and gain, . . . . .	3,125.62	.....	.....
<b>\$71,343.61</b>	<b>Total, . . . . .</b>	<b>\$83,976.23</b>	<b>\$9,761.69</b>	<b>\$254.69</b>

Total, Sept. 30, 1896.	Liabilities.	Total, Sept. 30, 1897.	Increase Year ending Sept. 30, 1897.	Decrease Year ending Sept. 30, 1897.
\$40,000 00	Capital stock, . . . . .	\$40,000.00	.....	.....
6,100.00	Bonds payable, or funded debt, . . . . .	8,800.00	\$2,700.00	.....
16,660.98	Bills payable, or unfunded debt, . . . . .	30,541.26	13,880.28	.....
8,468.72	Accounts payable, . . . . .	4,634 97	.....	\$3,833.75
113.91	Profit and loss, . . . . .	.....	.....	113.91
<b>\$71,343.61</b>	<b>Total, . . . . .</b>	<b>\$83,976.23</b>	<b>\$16,580.28</b>	<b>\$3,947.66</b>

## Inventory of Equipment, September 30, 1897.

Number of enclosed cars owned, . . . . .	3
Equipped with electric motors, . . . . .	3
Number of open cars owned, . . . . .	2
Equipped with electric motors, . . . . .	1
Number of electric snow-plows owned (to be attached to car), . . . . .	1
Number of horses owned, . . . . .	1
Number of sleighs, . . . . .	1
Other articles of equipment, viz.: One old horse-car, 1 tower wagon, 1 dump-cart, 2 construction cars.	

## Amount of Business, etc.

Total number of miles run during the year, . . . . .	68,491
Total number of passengers carried during the year, . . . . .	169,952
Total number of round trips for the year, . . . . .	9,496
Number of persons regularly employed by the company, average, . . . . .	8
Rates of fare, . . . . .	2, 3, 4, and 5 cents.

## Description of Road Owned and Operated.

\*Length of railway owned, measured as single track, exclusive of sidings, switches, etc., . . . . . 5.12 miles.  
 Aggregate length of sidings, switches, etc., . . . . . 1.13 "  
 Total length of railway owned, measured as single track, including sidings, switches, etc., . . . . . 5.25 "  
 †Length of railway operated wholly by electric power, . . . . . 5.12 "  
 Description of rail used, and weight per yard: 56 and 60 lbs. T section rails.  
 Name of overhead electric system adopted, and whether single or double trolley.  
 General Electric, single.  
 Average speed and maximum speed at which electric cars are run: Average, 8, maximum, 12 miles per hour.  
 Description of the several railway lines owned and operated by this company:  
 Compo Beach Line.  
 Riverside Avenue and State Street Line.  
 Main Street Line.

## List of All Accidents during the Year ending September 30, 1897.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	..	4	..	..	..	4
Employees, . . . . .	..	..	..	..	..	..
Other persons, . . . . .	..	..	..	..	..	..

## Statement of Each Accident.

May 22, 1897. Team ran into car not in motion and damaged wagon. No one injured.

June 1, 1897. A milk wagon going in same direction as car suddenly crossed the track in front of car. Wagon was upset and broken; driver claimed to be injured.

July 25, 1897. Owing to protracted rains open car jumped the track. One lady jumped from the car; injury, if any, slight. A little girl on same car claimed to be injured.

September 7, 1897. A wagon standing near sidewalk in charge of a drunken man. Horse backed into running-board and the man was thrown out and slightly cut in the head.

\* Measured as single track, exclusive of sidings, switches, etc.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

A. S. HOYT,

*President.*

WM. EDGAR NASH,

*Treasurer.*

STATE OF CONNECTICUT, }  
FAIRFIELD COUNTY, } ss.

WESTPORT, November 4, 1897.

Then personally appeared the above-named A. S. Hoyt and Wm. Edgar Nash, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

JOSEPH G. HYATT,

*Justice of the Peace.*

# WEST SHORE RAILWAY COMPANY.

## History.

Name of company making this report? West Shore Railway Company.

Date of organization? December 15, 1893.

Under laws of what State organized? Connecticut.

What carrier operates the road of this company? Winchester Avenue Railroad Company.

## Name and Address of Principal Officers.

President,	JAMES D. DEWELL.
Treasurer (deceased), vacancy not yet filled.	
Corporation Clerk,	ISRAEL A. KELSEY.

## Name and Residence of Directors Last Elected.

JAMES D. DEWELL,	New Haven, Conn.
HENRY SUTTON,	West Haven, "
ISRAEL A. KELSEY,	" "
ALBERT E. POND,	New Haven, "
WALTER F. FORD,	Boston, Mass.

## General Information.

### CAPITAL STOCK.

Capital stock authorized by charter,	\$200,000.00
Capital stock authorized by vote of company,	80,000.00
Capital stock issued, 3,200 full shares of \$25 each,	80,000.00
Stock issued for cash,	50,000.00
Stock issued for increased valuation of road,	30,000.00
Amount of stock held in Connecticut, 3,067 shares.	
Number of stockholders residing in Connecticut, 4.	
Whole number of stockholders, 65.	

### BONDS OR FUNDED DEBT.

First mortgage due, July 1, 1914,	\$30,000.00
Amount of authorized issue,	30,000.00
Amount issued,	30,000.00
Amount outstanding,	30,000.00
Cash realized on amount issued,	29,831.00
Interest — Rate, 5 per cent.	
When payable, January 1st and July 1st.	
Amount accrued during year,	1,500.00
Amount paid during year,	1,500.00



Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to Sept. 30, 1896.	Total Cost to Sept. 30, 1897.	Cost per Mile.
Construction :			
Real estate, increase in valuation, . . . . .	\$26,311.47	\$26,311.47.....	
Construction account, . . . . .	6,319.39	6,319.39.....	
Road built by contract, . . . . .	70,020.50	70,020.50.....	
Total construction, . . . . .	\$102,651.36	\$102,651.36	\$26,320.86
Total equipment, . . . . .	8,091.47	8,091.47	2,074.73
Grand total cost construction, equip- } ment, etc., . . . . . }	\$110,742.83	\$110,742.83	\$28,395.59

As the road is leased to Winchester Avenue Railroad, there is no change from last figures.

Comparative General Balance Sheet.

Total, Sept. 30, 1896.	Assets.	Total, Sept. 30, 1897.
\$102,651.36 8,091.47	Construction account, . . . . . Equipment account, . . . . .	\$102,651.36 8,091.47
\$110,742.83	Total, . . . . .	\$110,742.83

Total, Sept. 30, 1896.	Liabilities.	Total, Sept. 30, 1897.
\$80,000.00 30,000.00 742.83	Capital stock, . . . . . Bonds payable, or funded debt, . . . . . Surplus, . . . . .	\$80,000.00 30,000.00 742.83
\$110,742.83	Total, . . . . .	\$110,742.83

No change, as road is operated by another.

Inventory of Equipment, September 30, 1897.

Number of enclosed cars owned, . . . . .	3
Equipped with electric motors, . . . . .	3
Number of open cars owned, . . . . .	2
Number of electric motors owned, . . . . .	6

## Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc., . . . . .	3.90 miles.
Aggregate length of sidings, switches, etc., . . . . .	.21 "
Total length of railway owned, measured as single track, including sidings, switches, etc., . . . . .	4.11 "
Aggregate length of track owned which is paved, . . . . .	.25 "
Length of railway owned by other companies, measured as single track, exclusive of sidings, switches, etc., which this company operates or runs its cars over, . . . . .	.30 "
* Total length of railway operated, whether owned by this or other companies, . . . . .	3.90 "
* Length of railway operated wholly by electric power, . . . . .	4.11 "
Description of rail used, and weight per yard : T rail, 60 lbs. to the yard.	
Name of overhead electric system adopted, and whether single or double trolley: Single trolley.	
Description of the several railway lines owned and operated by this company: Savin Rock to Merwin's Beach, Woodmont, in the towns of Orange and Milford.	

## Statement of Each Accident.

Given by Winchester Avenue Railroad Company.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

JAMES D. DEWELL,  
*President.*

STATE OF CONNECTICUT, }  
NEW HAVEN COUNTY, } ss.

NEW HAVEN, November 1, 1897.

Then personally appeared the above-named James D. Dewell, and made oath that the foregoing certificate, by him subscribed, is true.

Before me,

CHARLES K. DEWELL,  
*Notary Public.*

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\* Measured as single track, exclusive of sidings, switches, etc.

# WINCHESTER AVENUE RAILROAD CO.

## History.

Name of company making this report ? Winchester Avenue Railroad Company.

Date of organization ? May 21, 1891.

Under laws of what State organized ? Connecticut.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same?

A consolidation of The Winchester Avenue Railroad Company, and The New Haven & West Haven Horse Railroad Company.

Winchester Avenue Railroad Company.—Date of charter, June 5, 1889. Amendments granted, date of—June 27, 1866; May 29, 1867; June 17, 1869; May 31, 1870; July 22, 1874 (2); March 27, 1878; March 31, 1881; May 21, 1889; June 21, 1889; June 30, 1893; June 20, 1895; May 25, 1897.

Date and authority for each consolidation? Winchester Avenue Railroad Company, June 30, 1893; New Haven & West Haven Horse Railroad Company, June 30, 1893.

## Corporate Name and Address of the Company.

Winchester Avenue Railroad Company.

## Name and Address of Principal Officers.

President,	WALTER F. FORD,	19 Exchange Place, Boston, Mass.
Vice-President,	JAMES GRAHAM,	West Haven, Conn.
General Manager,	ISRAEL A. KELSEY,	" "
Superintendent,	ALBERT E. POND,	New Haven, "
Treasurer,	ISRAEL A. KELSEY,	West Haven, "
Corporation Clerk,	ISRAEL A. KELSEY,	" "

## Name and Residence of Directors Last Elected.

WALTER F. FORD,	.	.	19 Exchange Place, Boston, Mass.
ALBERT E. POND,	.	.	New Haven, Conn.
JAMES GRAHAM,	.	.	West Haven, "
CHARLES E. GRAHAM,	.	.	" "
S. HARRISON WAGNER,	.	.	New Haven, "
W. B. FERGUSON,	.	.	53 State street, Boston, Mass.
ISRAEL A. KELSEY,	.	.	West Haven, Conn.

## General Information.

### CAPITAL STOCK.

Capital stock authorized by charter, . . . . .	\$600,000.00
Capital stock authorized by vote of company, . . . . .	600,000.00

Capital stock issued, 24,000 full shares of \$25 each, . . . \$600,000.00  
 Stock issued for cash, \$200,000 in 1896.

Stock issued for stock of other corporations:—1,600 shares to contractors for constructing portion of line, and 14,400 shares in purchase of entire stock of The New Haven & West Haven Horse Railroad Company at time of consolidation of companies.

Amount of stock held in Connecticut, 6,421 shares, . . . 160,525.00

Number of stockholders residing in Connecticut, 99.

Whole number of stockholders, 207.

#### BONDS OR FUNDED DEBT.

First mortgage due, November 1, 1912. Debentures due, March 1, 1909.

	First Mortgage.	Debentures.
Amount of authorized issue,	\$500,000.00	\$100,000.00
Amount issued,	500,000.00	100,000.00
Amount outstanding,	500,000.00	93,000.00
Cash realized on amount issued,	.....	97,500.00
Interest—Rate,	5 per cent.	6 per cent.
When payable,	May 1 and Nov. 1.	March 1 and Sept. 1.
Amount accrued during year,	\$25,000.00	\$5,580.00
Amount paid during year,	25,000.00	5,610.00
Miscellaneous obligations, notes and bills payable.		

#### Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during year not included in operating expenses, charged to construction or equipment.	Total Cost to Sept. 30, 1896.	Total Cost to Sept. 30, 1897.	Cost per Mile.
Construction:				
Buildings, furniture, and fixtures, . . .	\$7,287.43	\$72,390.14	\$79,677.57	\$4,621.67
Shop machinery and tools, . . .	479.73	3,710.78	4,190.51	243.07
Extension of tracks, . . .	21,926.07	357,318.41	379,244.48	21,997.94
* New electric line construction, . . .	7,223.25	59,258.49	66,481.74	3,856.25
Additional land necessary for operation of railway, . . .	.....	37,200.00	37,200.00	2,157.77
New electric power station building, including machinery, etc., . . .	14,100.44	81,963.47	96,063.91	5,572.15
Real estate investment, . . .	3,343.99	100,190.88	103,534.87	6,005.50
Total construction, . . .	\$54,360.91	\$712,032.17	\$766,393.08	\$44,454.35

\* To include poles, wiring, feeder lines, etc.

Cost of Road, Equipment, and Permanent Improvements.— *Continued.*

Item.	Expenditures during year not included in operating expenses, charged to construction or equipment.	Total Cost to Sept. 30, 1896.	Total Cost to Sept. 30, 1897.	Cost per Mile.
Equipment :				
Passenger cars, . . . . .	\$3,147.89	\$220,787.85	\$217,639.96	\$12,624.12
Snow plows, . . . . .	.....	9,893.13	9,893.13	573.85
Additional horses, . . . . .	22.00	1,050.00	1,028.00	59.63
Other items, . . . . .	.....	2,274.67	2,274.67	131.94
Total equipment, . . . . .	\$3,169.89	\$234,005.65	\$230,835.76	\$13,389.54
Grand total cost construction, equipment, etc., }	\$51,191.02	\$946,037.82	\$997,228.84	\$57,843.89

## Earnings and Expenses.

## STATEMENT OF GROSS EARNINGS.

From passenger transportation, . . . . .	\$242,870.15
From rents, . . . . .	4,544.20
From advertising, . . . . .	906.00
Total gross earnings, . . . . .	\$248,320.35

## STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track, . . . . .	\$3,007.95
For repairs of buildings and fixtures, . . . . .	367.58
For repairs of electric line construction, . . . . .	885.57
For removal of snow and ice, . . . . .	783.98
For repairs of cars, . . . . .	6,127.59
For repairs of electric equipment of cars, . . . . .	4,806.62
For electric motive power, . . . . .	24,863.20
For wages and compensation of persons employed in conducting transportation, . . . . .	62,923.22
For damages, losses, and gratuities to persons, . . . . .	913.83
For insurance, . . . . .	4,000.28
For salaries and wages not included above, . . . . .	8,593.38
For general expense, . . . . .	16,261.06
Total operating expenses, . . . . .	\$133,534.26
Net earnings, . . . . .	\$114,786.09



## Total Receipts and Expenditures.

## STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report, . . . . .	\$35,899.80	
Bills and accounts receivable at date of last report, . . . . .	3,991.13	
Receipts from gross earnings as stated, . . . . .	248,320.35	
Notes payable, . . . . .	56,200.00	
Total, . . . . .		\$344,411.28

## STATEMENT OF TOTAL EXPENDITURES.

For operating expenses (as stated), . . . . .	\$133,534.26	
For taxes, . . . . .	12,484.64	
For interest, . . . . .	32,123.75	
For dividends, . . . . .	70,000.97	
For construction account, . . . . .	\$45,076.13	
For equipment account, . . . . .	3,581.43	
For property account, . . . . .	2,533.46—	51,191.02
For accident fund, . . . . .		3,034.18
For sinking fund, . . . . .		3,500.00
For unexpired insurance, . . . . .		1,916.17
For material and stores, . . . . .		20,858.47
Bills and accounts receivable this date, . . . . .		2,835.01
Cash on hand to balance, . . . . .		12,932.81
Total, . . . . .		\$344,411.28

## Comparative General Balance Sheet.

Total, Sept. 30, 1896.	Assets.	Total, Sept. 30, 1897.	Increase Year ending Sept. 30, 1897.	Decrease Year ending Sept. 30, 1897.
\$609,220.85	Construction account, . . . . .	\$658,667.70	\$49,446.85	.....
227,303.59	Equipment account, . . . . .	235,026.27	7,722.68	.....
210,000.00	Stock and property rights. . . . .	210,000.00	.....	.....
101,001.41	Real estate, . . . . .	103,534.87	2,533.46	.....
1,000.00	Sinking fund, . . . . .	3,500.00	2,500.00	.....
11,597.01	Materials on hand, . . . . .	20,858.47	9,261.46	.....
3,991.13	Accounts receivable, . . . . .	2,835.01	.....	\$1,156.12
3,598.90	Insurance, . . . . .	1,916.17	.....	1,682.73
2,772.85	Accident fund, . . . . .	5,807.03	3,034.18	.....
35,899.80	Cash on hand, . . . . .	12,932.81	.....	22,966.99
\$1,206,385.54	Total, . . . . .	\$1,255,078.33	\$74,498.63	\$25,805.84

Comparative General Balance Sheet.—*Continued.*

Total, Sept. 30, 1896.	Liabilities.	Total, Sept. 30, 1897.	Increase Year ending Sept. 30, 1897.	Decrease Year ending Sept. 30, 1897.
\$600,000.00	Capital stock, . . . . .	\$600,000.00		
594,000.00	Bonds payable, or funded debt, . . . . .	593,000.00		\$1,000.00
13,496.48	Bills payable, or unfunded debt, . . . . .	56,200.00	\$42,703.52	
4,743.15	Accounts payable, . . . . .	1,382.38		3,360.77
10,888.89	Accrued interest, . . . . .	11,382.00	493.11	
16,742.98	Profit and loss, . . . . .	6,886.05	9,856.93	
\$1,206,385.54	Total, . . . . .	\$1,255,078.33	\$53,053 56	\$4,360.77

## Present or Contingent Liabilities, not Included in Balance Sheet.

Bonds guaranteed by this Company, or a lien on its road,—West Shore Railway Company, . . . . .	\$30,000.00
Five per cent. guaranteed dividend on West Shore Railway Com- pany stock, . . . . .	80,000.00

## Inventory of Equipment, September 30, 1897.

Number of enclosed cars owned, . . . . .	39
Equipped with electric motors, . . . . .	31
Number of open cars owned, . . . . .	52
Equipped with electric motors, . . . . .	28
Number of electric motors owned, . . . . .	116
Number of electric cars equipped with fenders, . . . . .	60
Number of electric snow-plows owned, . . . . .	4
Number of horses owned, . . . . .	7
Number harnesses (pairs of), . . . . .	8
Number of other vehicles—2 road scrapers; 1 water car; 1 water cart; 5 wagons; 1 tower wagon; 1 wrecking car.	

## Amount of Business, etc.

Total number of miles run during the year, . . . . .	1,000,379
Total number of passengers carried during the year, . . . . .	5,361,727
Total number of round trips for the year. No record taken.	
Number of persons regularly employed by the company, . . . . .	14
Rates of fare—5 and 10 cents.	

## Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc..	17.24 miles.
Aggregate length of sidings, switches, etc..	1.77 "
Total length of railway owned, measured as single track, including sidings, switches, etc..	19.01 "
Aggregate length of track owned which is paved,	13.15 "
Length of railway owned by other companies, measured as single track, exclusive of sidings, switches, etc., which this company operates or runs its cars over,	3.90 "
*Total length of railway operated, whether owned by this or other companies,	21.14 "
*Length of railway operated wholly by electric power,	21.14 "
Description of rail used, and weight per yard—50, 52, 53, 60, 70, 72, 80 lb. Tee rail.	
Name of overhead electric system adopted, and whether single or double trolley:	
Single trolley.	
Average speed and maximum speed at which electric cars are run : Average, 7 miles; maximum 14 miles per hour.	
Description of the several railway lines owned and operated by this company :	
Main Line—New Haven Green to Savin Rock, double track mostly,	4.84 9.45 miles.
Crosstown—Reed street to City Point, part single, part double track, and included partly in first item.	3.37 "
Sylvan Avenue—New Haven Green to Evergreen Cemetery, part single, part double,	1.23 1.60 "
Congress Avenue—New Haven Green to Boulevard and Campbell Avenue, to West Haven.	3.40 2.80 "
Depot—College street to Union Depot, running on tracks mentioned,	.85 "
Description of the several railway lines owned by other companies and operated by this company, giving the towns in which located, and the mileage in each town:	
West Shore Railway Company—In Orange about 2 miles; in Milford about 2 miles.	

## List of All Accidents during the Year Ending September 30, 1897.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	..	1	..	1	..	2
Employees,	..	..	..	..	..	..
Other persons,	..	..	..	6	..	6

\* Measured as single track, exclusive of sidings, switches, etc.

## Statement of Each Accident.

1896.

November 24. Express wagon wrecked; no personal injuries.

December 9. Man drove in front of car; wagon damaged, and slight injuries to driver.

1897.

March 15. Police officer jumped off of car in motion on slippery sidewalk; seriously hurt.

March 22. Man drove from behind another car: wagon damaged, and some personal injuries.

June 23. Two cars running same direction came together on account of slippery rail; boy slightly injured.

June 15. Man hit by car; small injury.

August 19. Man driving on the track, on a dark night, asleep; small injuries.

September 9. Ice wagon in collision with car; no serious damage.

September 11. Milk wagon struck; driver hurt.

September 21. Baker wagon struck; driver hurt.

Quite a number of minor accidents occurred, but no real damage done.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

WALTER F. FORD,

*President.*

ISRAEL A. KELSEY,

*Treasurer.*

STATE OF CONNECTICUT, }  
NEW HAVEN COUNTY, } ss.

WEST HAVEN, CONN., November 5, 1897.

Then personally appeared the above-named Walter F. Ford, President, and Israel A. Kelsey, Treasurer, of The Winchester Avenue Railroad Company, New Haven, Conn., and severally made oath that the foregoing certificate, by them subscribed, is true. Before me,

GEORGE H. THOMAS,

*Notary Public.*





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L A W S

RELATING SPECIALLY TO

RAILROADS.

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# Statutes Relating Specially to Railroads.

## ARTICLE XXV.

### AMENDMENT TO CONSTITUTION.

*Adopted October, 1877.*

No County, City, Town, Borough, or other municipal Town aid to  
ity, shall ever subscribe to the capital stock of any rail- railroad cor-  
road corporation, or become a purchaser of the bonds, porations pro-  
or make donation to, or loan its credit, directly or hibited.  
indirectly, in aid of any such corporation ; but nothing  
herein contained shall affect the validity of any bonds  
or debts incurred under existing laws, nor be construed  
to prohibit the General Assembly from authorizing any  
Town or City to protect by additional appropriations of  
money or credit any railroad debt contracted prior to  
the adoption of this amendment.

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#### SECTION.

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the commonly approved usage of the language ; and phrases gener-  
ally.  
technical words and phrases, and such as have acquired  
a peculiar and appropriate meaning in the law, shall be  
construed and understood accordingly.

1884, ch. 110.  
Railroad com-  
pany.

The phrase "railroad company" shall be construed to mean and include all corporations, trustees, receivers, or other persons, that lay out, construct, maintain, or operate a railroad operated by steam power, unless such meaning would be repugnant to the context or to the manifest intention of the General Assembly.

1893, ch. 12.  
Railroad and  
steamboat po-  
licemen.

SECTION 1. Section 296 of the general statutes is hereby amended so that said section shall read as follows : The Governor may, from time to time, upon the application of any railroad, electric or other street railroad, or steamboat company, engaged in the business of transportation in this State, commission, during his pleasure, one or more persons designated by such company, who, having been duly sworn, may act at its expense as policeman upon the premises used by it in its business, or upon its cars or vessels. When any such commission is issued or revoked, the Executive Secretary shall notify the clerk of the superior court of each county in which it is intended that such policeman shall act.

1893, ch. 14.  
Their powers

SEC. 2. Section 297 of the general statutes is hereby amended so that the same shall read as follows : Every railroad, electric or other street railroad, or steamboat policeman, may arrest in his precincts for all offenses committed therein, and bring the offenders before proper authority.

1893, ch. 14.  
To wear a  
shield.

SEC. 3. Section 298 of the general statutes is hereby amended so that said section shall read as follows : Every such policeman shall, when on duty, wear, in plain view, a shield bearing the words, "Railroad Police," "Street Railroad Police," or "Steamboat Police," as the case may be, and the name of the company for which he is commissioned.

1885, ch. 115.  
1887, ch. 92.  
Number of an-  
nual reports to  
be printed.

SEC. 331. He [the Comptroller] shall cause to be printed at the expense of the State, annually, such number of copies of each of the following annual reports, as is hereinafter stated, that is to say : Of the Railroad Commissioners, twenty-two hundred.

1885, ch. 40.  
1887, ch. 5, § 10.  
Reports of pub-  
lic officers.

SEC. 376. All reports and returns which any public officer is required by law to make, annually, to the Governor, shall be for the fiscal year preceding, and all reports and returns which any such officer is required by law to make to the Governor or General Assembly, biennially, shall be for the two fiscal years preceding ; and all such reports and returns as are required to be made annually, except where it is otherwise provided,



shall be made, returned, and printed on or before the first day of November in the year in which they are required to be made. And all such reports and returns as are required to be made biennially, shall be made, returned, and printed on or before the first day of November preceding the next regular session of the General Assembly. All other reports now required to be made annually to the General Assembly shall hereafter be made to the Governor at the same period of the year as now required to be made to the General Assembly.

SEC. 380. The estimates for the different classes of expenditures shall be made as follows, to wit: For the Railroad Commissioners, . . . The estimates herein required to be made shall be prepared according to such forms as shall be prescribed and furnished by the Treasurer and Secretary. And the Comptroller shall cause a sufficient number of the estimates to be printed and delivered to the General Assembly on the second day of its session.

SEC. 392. No petition for the incorporation of any railroad, horse railroad, canal, or turnpike company, or for an alteration of the charter of any such company, shall be heard by the General Assembly, unless public notice shall be given by advertisement, in some newspaper published in the county where such railroad, horse railroad, canal, or turnpike is proposed to be, or is located, at least three weeks before the first day of the session to which such petition is brought, designating the intended route of such railroad, canal, or turnpike, the streets, highways, and other intended route of such horse railroad, or the proposed alteration of such charter; nor unless the petition for such railroad company is accompanied with, and supported by, the report of a skillful engineer, founded on examination, showing the general profile of the surface of the country through which said railroad is proposed to be made, the manner of its construction, the feasibility of the route, the character of the soil, and probable expense of constructing the same.

SEC. 393. No act of incorporation or alteration thereof shall be granted by the General Assembly, except upon a petition therefor, when the law requires that notice of such petition shall be given by advertisement. Every charter of a railroad company, or horse railroad company, shall confine the road within the limits indicated by said notice, specify the towns, and, in case of a horse railroad, the streets or highways through which it may pass, and otherwise designate the

1884, ch. 108.

By whom to be made.

G. S. 1875, 79.

Petition for incorporation or alteration of charter of a railroad, horse railroad, canal, or turnpike company.

G. S. 1875, 79.

What charters granted only on petition. Charters of railroad and horse railroad companies.

route on which the respective roads may be authorized to be made.

1885, ch. 110,  
§ 111.  
Trustee of rail-  
road company  
to release inter-  
est, when.

SEC. 517. The trustee of the estate of any railroad corporation in settlement as an insolvent estate may, if the assets of such estate shall not otherwise be sufficient to pay the claims allowed by the commissioners and the expenses of settling the estate, release, subject to any prior existing lien or title to any proprietors of land, any right of way or other easement or incumbrance which said corporation may have in or upon the same, upon such terms as shall be approved by the court of probate.

1884, ch. 41.  
Attachments of  
machinery, en-  
gines, etc.

SEC. 918. Attachments of machinery, engines, or implements, situated and used in any manufacturing or mechanical establishment, or of the household furniture of any person having a family, and used by him in housekeeping, or of any hay or unthreshed grain deposited in any building, or of any crop deposited in any building, or of brick in kilns, or of wood, sawed lumber, railroad ties, or logs when gathered together in piles, which cannot, in the opinion of the officer levying upon the same, be moved without manifest injury, shall be effectual to hold the same, without any removal thereof; *provided*, the service of such attachment shall be completed and a copy of the process and of the accompanying declaration or complaint, with the officer's return indorsed thereon, particularly describing the property attached, shall be filed in the office of the town clerk of the town in which such property shall be situated within twenty-four hours after such attachment shall have been made; and when the levy is upon any such hay, unthreshed grain, crops, or brick, the officer shall also post a notice of his attachment on the outer door, or other conspicuous place, of the building in which such property is situated.

G. S. 1875, 439.  
Fire communi-  
cated by rail-  
way engine.

SEC. 1096. In all actions to recover for any injury occasioned by fire communicated by any railway locomotive engine in this State, the fact that such fire was so communicated shall be *prima facie* evidence of negligence on the part of the person or corporation who shall, at the time of such injury by fire, be in the use and occupation of such railroad, either as owner, lessee, or mortgagee, and of those who shall at such time have the care and management of such engine

G. S. 1875, 459.  
Levy on inter-  
est of one rail-  
road company  
in road of  
another.

SEC. 1178. The levy of executions on the equitable right or interest which any railroad corporation may have in the whole, or any part of the real estate, right of way, or road bed of any other railroad corporation,

together with the income, rents, and profits which may be due, or coming due thereon, shall be by leaving a true and attested copy thereof with the treasurer, secretary, or clerk of said last-named corporation, with an attested certificate by the officer making such levy, that he levies upon such right or interest to satisfy such execution; and thereupon he shall post the same upon some sign-post in the town where such last-named corporation has its office or principal place of business in this State, and, as in cases of personal property, shall, at vendue, sell the same, together with such income, rents, and profits, or so much of them as shall be sufficient to satisfy said execution, and shall give to the purchaser a written conveyance of such right and interest, and shall also leave with such treasurer, secretary, or clerk, a true and attested copy of such execution, and of his return thereon; and the purchaser shall thereupon become entitled to said right and interest, and to all rents, profits, and income thereon, to which such debtor was entitled.

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SECTION 1. No suit or action for damages on account of injury to any person not resulting in death, or for injury to the property of any person caused by negligence, shall be maintained against any municipal corporation, railway or street railway corporation, unless the same shall be brought within one year from the time when such injury occurred; *provided, however,* that suits on account of injury occurring prior to the time when this act takes effect may be brought within one year thereafter.

SEC. 2. No suit against any municipal corporation, railroad or street railway corporation for damages for the loss of any life, shall be brought by the executor or administrator of the deceased person except within one year from and after the death of such person.

SEC. 3. Chapter XLV of the public acts of 1895 is hereby repealed.

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SECTION 1. No suit or action for damages on account of injury to, or death of, any person, or injury to the property of any person, caused by negligence, shall be maintained against any electric, cable, horse, or steam railroad company, unless written notice of a claim therefor, giving a general description of such injury and the time, place, and cause of its occurrence, as nearly as the same can be ascertained, shall have

1897, ch. 189.  
Limitation of  
action against  
certain corpora-  
tions for in-  
juries.

For loss of life.

1897, ch. 197.  
Notice of action  
for damages  
against railway  
company.

been given to the defendant company within four months after the neglect complained of ; *provided*, such suit or action shall not have been commenced within said period of four months. Such notice may be given to the secretary or any agent or executive officer of the company.

Effect of this act.

SEC. 2. Notice for any claim for injury to the property of any person occurring prior to the time when this act takes effect may be given within four months thereafter.

Repeal.

SEC. 3. Chapter CLXXVI of the public acts of 1895 is hereby repealed.

G. S. 1875, 498,  
§ 2.  
Homicide, when  
punished by  
death.

SEC. 1400. Every person who shall commit murder in the first degree, or who shall cause the death of another by willfully placing any obstruction upon any railroad, or by loosening, taking up, or removing any part of the superstructure of such railroad, or by willfully burning any building or vessel, shall suffer death.

G. S. 1875, 498,  
§ 5.  
Railroad ser-  
vants, liability  
for causing loss  
of life, etc.

SEC. 1403. Every servant of any railroad company, who shall in consequence of his intoxication, or any gross or willful misconduct or negligence, cause any loss of life, or the breaking of a limb, shall be imprisoned in the State prison not more than ten years.

G. S. 1875, 502,  
§ 1.  
Placing obstruc-  
tions on rail-  
roads.

SEC. 1429. Every person who shall willfully place any obstruction upon any railroad, or who shall loosen, tear up, or remove any part of a railroad, shall be imprisoned in the State prison not more than ten years; and if he shall do the same with intent to throw any locomotive or cars from the track of such railroad, or to obstruct any car in motion, he shall be imprisoned in such prison not more than thirty years.

G. S. 1875, 502,  
§ 2.  
Displacement of  
switches or in-  
jury to signals  
on railroads.

SEC. 1431. Every person who shall willfully displace any switch upon any railroad, or injure or destroy any electric signal in use thereon, or any material or property appertaining thereto, or who shall interrupt the use of any wire, lever, pin, or battery, used to operate such signal or its connection therewith, shall be fined not more than one hundred dollars, and imprisoned in the State prison not more than ten years.



SECTION 1. Section 1471 of the general statutes is G. S. 1875, 505, hereby amended so that the same shall read as follows: § 27. 1895, ch. 87.  
 Every person who shall wilfully throw or shoot any Wilful throwing or shooting at steam or street railway cars. missile at any locomotive or railroad car, or street railway car, whereby the safety of any person is endangered, shall be fined not less than fifty nor more than five hundred dollars, or imprisoned not more than one year, or both.

SECTION 1. Every person who wilfully and unlaw- 1895, ch. 72. Wilful injury to electric railway appliances. fully displaces, removes, cuts, injures, or destroys any wire, insulator, pole, dynamo, or motor attached, appertaining to, or connected with, any railroad or street railway operated by electricity, shall be fined not more than five hundred dollars, or imprisoned in a jail not more than one year, or both; or be imprisoned in the state prison not less than one year, nor more than three years.

SEC. 2. This act shall take effect from its passage.

SECTION 1. Any person who has no contract, agree- 1897, ch. 53. Penalty for taking electric current without permission. ment, license, or permission, oral or written, with or from any person or corporation authorized to manufacture, sell, or use electricity for the purpose of light, heat, or power, or with or from any authorized agent of such person or corporation, for the use of the electric current belonging to any of said persons or corporations, who shall knowingly withdraw or cause to be withdrawn in any manner, and appropriate to himself such current from the wires of any of said persons or corporations for his own use, or for the use of any other person or corporation, shall be punished by a fine not exceeding fifty dollars, or by imprisonment in the county jail not more than ninety days, or both; and any person who shall knowingly assist such other person in such withdrawing and appropriating such current from such wires, to the use of such other person, or to the use of any other person or corporation, shall be punished by a fine not exceeding fifty dollars, or by imprisonment in the county jail not more than ninety days, or both.

SEC. 2. Any person who has a contract, agreement, Penalty for taking electric current for other purposes than those specified and contracted for. license, or permission, oral or written, with or from any person or corporation authorized to manufacture, sell, or use electricity for the purpose of light, heat, or power, or with or from any authorized agent of the same, for the use of the electric current belonging to any of said persons or corporations, for certain specified purposes.



who shall knowingly, wilfully, and intentionally withdraw, or cause to be withdrawn in any manner, and appropriate to his own use, or to the use of any other person or corporation, such electric current, from the wires of any of said persons or corporations, for purposes other than those specified, shall be punished by a fine not exceeding fifty dollars, or by imprisonment in the county jail not more than ninety days, or both; and any such person to whom such electric current is furnished, from or by means of a meter, who shall wilfully and with intent to cheat and defraud any of said persons or corporations, alter or interfere with such meter, or, by any contrivance whatsoever, withdraw or take off the electric current in any manner, except through such meter, shall be punished by a fine not exceeding fifty dollars, or by imprisonment in the county jail not more than ninety days, or both.

SEC. 3. This act shall take effect from its passage.

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G. S. 1875, 505,  
§ 28.  
1895, ch. 87.  
Wilful injury  
to cars or  
engines.

SEC. 2. Section 1472 of the general statutes is hereby amended so that the same shall read as follows: Every person who shall wilfully injure any engine or car used upon any railroad, or any car used upon any street railway, shall be fined not more than one hundred and fifty dollars, or imprisoned not more than one year, or both.

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1895, ch. 213.  
Penalty for  
breaking into  
railroad car for  
criminal pur-  
pose.

Any person who shall at any time break and enter any railroad car, with intent to commit larceny or other crime, shall be punished by imprisonment in the state prison for a term not exceeding ten years.

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G. S. 1875, 505,  
§ 29.  
Nuisance on  
railroad tracks  
or in depots.

SEC. 1473. Every person who shall cast, empty, or discharge, or permit to be cast, emptied, or discharged, any filth, rubbish, foul or offensive wash, or water, or the contents of any privy, vault, cesspool, or sewer, upon or into any railroad or railroad depot in any city, shall be fined not more than fifty dollars, half of which shall be paid, by order of court, to the person furnishing to the proper officer information that leads to a conviction.

SEC. 1474. Every person who shall commit any nuisance in or upon any railroad bridge, shall be fined not more than seven dollars, or imprisoned not more than thirty days, or both.

G. S. 1875, 505,  
§ 30.  
Nuisances on  
railroad bridges.

SEC. 3. Section 1517 of the general statutes is hereby amended so that the same shall read as follows: Every person who shall unlawfully, maliciously, and in violation of his duty or contract, unnecessarily stop, delay, or abandon any locomotive, car, or train of cars, or street railway car, or shall maliciously injure, hinder, or obstruct the use of any locomotive, car, or railroad, or street railway car, or street railway, shall be fined not more than one hundred dollars or imprisoned not more than six months.

1878, ch. 92.  
1895, ch. 87.  
Abandonment  
or obstruction  
of engines, cars,  
etc.

SEC. 1544. No railroad company, in transporting animals, shall permit them to be confined in cars more than twenty-eight consecutive hours, except when transported in cars in which they have proper food, water, space, and opportunity for rest, without unloading them for food, water, and rest for at least five consecutive hours, unless prevented by storm or other accidental cause; and in estimating such confinement, the time during which the animals have been confined, without such rest, on connecting roads from which they are received, shall be included. Animals so unloaded shall be properly fed, watered, and sheltered during such rest by the owner or person having their custody, or, on his neglect, by the railroad company transporting them, at his expense; and such company shall, in such case, have a lien upon such animals for food, care, and custody furnished, and shall not be liable for any detention of them for such purpose; and any such company, owner, or custodian of such animals, who shall not comply with the provisions of this section, shall be fined not less than one hundred, nor more than five hundred dollars. The knowledge and acts of agents of, and of persons employed by such company, in regard to animals transported, owned, or employed by it, or in its custody, shall be held to be its acts and knowledge.

G. S. 1875, 514,  
§ 15.  
Transportation  
of animals on  
railroads.

SEC. 1573. Every person who shall enter upon, or cross a railroad at any private way which is closed by gates or bars, and shall neglect to securely close them,

1876, ch. 7.  
Neglect to close  
gates, bars, etc.,  
on railroads.

shall be fined not less than two, nor more than ten dollars, and shall be liable for any damage resulting therefrom.

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G. S. 1875, 525,  
§ 8.  
1895, ch. 87.  
Fraudulent eva-  
sion of payment  
of fare.

SEC. 4. Section 1591 of the general statutes is hereby amended so that the same shall read as follows: Every person who shall fraudulently evade, or attempt to evade, the payment of any fare, lawfully established by any steamboat company located in this state, or by any railroad company, or by any street railway company, shall be fined not less than five nor more than twenty dollars.

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G. S. 1875, 532.  
§§ 3, 7.  
1886, ch. 52.  
Who may prose-  
cute in *quidam*  
suits.

SEC. 1611. When a fine, penalty, or forfeiture is imposed by any statute, as a punishment for any offense, and any part thereof is given to the person aggrieved, or to him who shall sue therefor, and the other part to the State, county, or town, all proper informing officers shall make presentment of such offense to the court having cognizance thereof; and the whole of such fine, penalty, or forfeiture shall, in such case, belong to the State, county, or town, as the case may be. All persons arrested for offenses committed upon cars or steamboats may be prosecuted before any court, in the same manner as if such offenses had been committed in the town in which such court is held.

G. S. 1875, 279,  
§ 11.  
Proxies.

SEC. 1927. No person shall vote at any meeting of the stockholders of any bank or railroad company, by virtue of any power of attorney not executed within one year next preceding such meeting; and no such power shall be used at more than one annual meeting of such corporation.

1880, ch. 58.  
Proceeds from  
sale of land to  
public, how  
kept for owner.

SEC. 1988. When land shall be taken for railroad purposes, or for any other use public in its character, and the amount found due by the court as damages for taking said land shall be deposited with a county treasurer for the use of the owner of the land so taken, and if such deposit shall not be claimed and taken by the owner thereof for the term of three years from the time such deposit is made, it shall be the duty of the county treasurer to pay such deposit to the treasurer of the State, to be by him kept for the persons owning the same, their heirs and assigns; and such payment shall be a discharge to said county treasurer of any liability for such deposit.

SEC. 2002. Sheriffs, deputy sheriffs, constables, borough bailiffs, police officers, special protectors of fish and game, and railroad and steamboat police, in their respective precincts, shall arrest, without previous complaint and warrant, any person for any offense in their jurisdiction, when the offender shall be taken or apprehended in the act, or on the speedy information of others; and all persons so arrested shall be immediately presented before proper authority.

SEC. 2557. Every person who shall play at any game, for any valuable thing, or shall solicit another to do the same, upon any public conveyance, and every person who shall win or lose any valuable thing by so playing, or betting on such play, or by sharing in any stake or wager of others who so bet or play, shall be fined not more than two hundred dollars, and imprisoned not less than one, nor more than six months.

SEC. 2671. The bottom timbers of all bridges, hereafter constructed over any railroad track, shall not be less than eighteen feet above the rails, unless the railroad commissioners require a less height and prescribe the same in writing.

SECTION 1. Every railroad company, after its line of road shall have been located, approved, and established, may alter the grades of its lines, and may raise any highway bridges that pass over the tracks to such height as may be approved by the railroad commissioners, upon application made to them for such approval, and may change the grade of the approaches to such bridges so as to conform to the change in the height of the bridges; but no railroad company may, under the provisions of this act, raise the grade of its tracks so as to lessen the height of an existing bridge over its tracks, without the approval of the railroad commissioners.

SEC. 2. Damages accruing to any adjoining proprietor on account of any change of grade on the highways which are approaches to any railroad bridge, raised under the provisions of this act, shall be assessed and paid by the railroad companies in accordance with the provisions of Chapter CCXX of the public acts of 1889.

SEC. 3. This act shall take effect upon its passage.

G. S. 1875, 24,  
§ 3.  
Officer may arrest without warrant, when.

G. S. 1875, 517,  
§ 11.  
Gaming on public conveyances.

G. S. 1875, 232,  
§ 8.  
Location of timbers in bridges over railroad tracks.

1893, ch. 264.  
Grade of railroads and height of bridges, how changed.

Amount of damages.



1883, ch. 105.  
Persons injured  
on defective  
highways may  
recover dam-  
ages.

Notice of injury  
how given.

1 Root, 270, 448.

2 Root, 436.

7 Conn., 86.

17 Conn., 475.

18 Conn., 32.

30 Conn., 12, 35,

543.

36 Conn., 320.

34 Conn., 136.

35 Conn., 314.

37 Conn., 414,

298, 618.

39 Conn., 222,

376.

40 Conn., 205,

238, 456.

SEC. 2673. Any person injured in person or property by means of a defective road or bridge may recover damages from the party bound to keep it in repair; but no action for any such injury shall be maintained against any town, city, corporation, or borough, unless written notice of such injury, and the nature and cause thereof, and of the time and place of its occurrence shall, within sixty days thereafter, or if such defect consist of snow or ice, or both, within fifteen days thereafter, be given to a selectman of such town or to the clerk of such city, corporation, or borough; and when the injury is caused by a structure legally placed on such road by a railroad company, it, and not the party bound to keep the road in repair, shall be liable therefor.

42 Conn., 294. 43 Conn., 36, 562. 44 Conn., 117. 46 Conn., 56, 263. 47 Conn., 59, 461. 48 Conn., 460. 49 Conn., 134. 51 Conn., 405. 50 Conn., 496, 579. 53 Conn., 212. 54 Conn., 9, 574.

1893, ch. 250.  
Highways not  
to be obstructed  
by railroad  
trains.

SEC. 2692. Section 2692 of the general statutes is hereby amended to read as follows: Any person traveling upon any public street or highway which is crossed by a railroad, who shall be obstructed or prevented from crossing such railroad for a longer time than five minutes, by reason of trains, cars, or locomotives standing upon or across such street or highway, may recover ten dollars and costs from the corporation owning or operating said railroad; *provided*, suit is brought within thirty days after the date of such obstruction.

1881, ch. 135.  
Highways in  
cities not to be  
obstructed by  
railroad trains.

SEC. 2693. When any railroad crosses a highway in any city at grade within two hundred feet of a covered bridge on said highway, such highway shall not be obstructed by the making up of railroad trains, nor by allowing any train, car, or locomotive to stand on or across said highway for more than three minutes at one time; and whenever such highway has been once so used or occupied, or whenever a locomotive or train has passed entirely over it, said highway shall not again be so used or occupied or crossed by locomotive or cars, until a sufficient time has been allowed to enable all teams which are ready and waiting for the purpose to cross the tracks of said railroad. Any servant, agent, or employé of any railroad corporation willfully violating any provision of this section, shall be fined not more than seven dollars, or imprisoned not more than thirty days, or both.

1878, ch. 134.  
Highways laid  
out within one  
hundred yards  
of railroad

SEC. 2700. No highway which does not cross a railroad track shall be laid out or opened to the public within one hundred yards of any railroad track, unless



the layout has been approved by a judge of the superior court, after notice to all parties in interest, and his written approval lodged in the office of the town clerk of the town in which the proposed highway is situated. No judge shall approve any such layout unless he finds the public convenience and necessity require such highway to be within such distance, and upon such approval the judge may require any town opening a highway to the public within such distance to erect and maintain such a fence between such highway and the railroad track as in their opinion the safety of the public may require.

track and not crossing same to be approved by judge of superior court.

Whenever a railroad company shall have acquired the right to take any part of a public highway or a private way, it shall, before taking possession of the same, apply to some judge of the superior court, as provided in section 3464 of the general statutes, for the appointment of appraisers to ascertain all damages that may arise to any person in consequence of the taking and occupation of the highway or private way. The appraisers, so appointed, shall be sworn, and shall give notice of the time and place of their meeting by posting on the sign-posts of the town where the highway or private way is situated, and also by advertising once a week for four consecutive weeks in a newspaper published in said town, and if no newspaper is published in said town, then in a newspaper published in the county. They shall also give reasonable notice, in writing, to the persons owning the land occupied by the highway or private way, and taken for such railroad purposes. At the meeting of the appraisers, any person claiming that he will be damaged by the taking and occupation of such highway or private way shall be heard, whether he is the owner of the land or not; and the appraisers shall award such damages as may seem to them to be just and reasonable. Further proceedings in connection with the condemnation of land shall be as prescribed by section 3464 of the general statutes.

1889, ch. 170.  
Proceedings on condemnation of public or private way by railroad company.

SEC. 2712. The superior court of the county in which is any highway, or any portion thereof, taken by any other than a horse railroad company for railroad purposes, but not in a city or borough which has control of its highways, nor constructed since such railroad, may, upon the petition of any party interested, served upon said company as other civil process, appoint a committee of three to inquire whether such highway or portion thereof is unsafe for travel by reason of such railroad,

G. S. 1875, 237, § 36.  
When portion of highway taken by railroad company leaves remainder unsafe, superior court may order change, etc.

or whether any alteration of such highway or the construction of a new highway is thereby rendered necessary for the public safety and convenience ; and such committee shall hear said parties and report their opinion thereon to said court, which may make any proper order in the premises ; and if it shall order any such alteration or construction, and said company shall refuse to comply with such order, said town shall alter or construct such highway and may recover the expense thereof from said company.

1875, ch. 14.  
Deeds of rail-  
road companies.

SEC. 2959. Whenever any railroad company shall make and properly execute a deed in fee simple of any lands, which said company has derived by purchase, said deed shall effectually convey the title to said lands, to the absolute use of the grantee.

G. S. 1875, 355,  
§ 20.  
Right to land  
within limits of  
railroad or  
canal not  
gained by  
possession.

SEC. 2971. If the owner or occupant of any land adjoining any railroad or canal has, since the tenth day of June, one thousand eight hundred and thirty-one, taken, or shall take, into his enclosure any part of the land belonging to said railroad or canal, as located and established, or since that time has erected, or shall erect, any building upon any such land, no adverse possession of the land so enclosed or built upon shall confer any title thereto.

G. S. 1875, 361,  
§ 13.  
Lien on rail-  
road for ser-  
vices or  
materials  
furnished for  
its construc-  
tion.  
41 Conn., 454.

SEC. 3022. Every railroad, for the construction of which, or of any of its appurtenances, any person shall have a claim for materials furnished or services rendered, under any contract with or approved by the corporation owning or managing such railroad, shall, with its real estate, right of way, material, equipment, rolling stock, and franchise, be subject to the payment of such claim ; and said claim shall be a lien on said railroad, railroad property, and franchise, and the manner of asserting and perfecting such lien. by notice, certificate, and foreclosure, shall be in all respects in accordance with the provisions of the four preceding sections ; except that the certificates of the lien and of its discharge shall be filed in the office of the Secretary of the State, who shall record them in a book kept for that purpose.

*Title LXVI.*

## RAILROADS.

CHAPTER	CCX.	Railroad Commissioners.
CHAPTER	CCXI.	Additional Protection to Bridges, Trestles, and Pilings.
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CHAPTER	CCXIV.	Location and Construction.
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CHAPTER	CCXXI.	Connecticut Central Railroad.
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*Chapter CCX.*

## RAILROAD COMMISSIONERS.

SECTION.	SECTION.
3413. Appointment and term of office ; General Assembly to fill vacancies, when.	3420. To give notice before approving layout.
3414. Composition of board.	3421. To certify that road is safe before it is opened.
3415. Vacancies filled by Governor, when.	3422. To examine roads, how often.
3416. Office and clerk.	3423. General duties.
3417. Records, and employment of experts.	3424. May order gates, flagmen, and signals.
3418. Salaries and contingent expenses, how paid.	3425. Appeal: power of the superior court upon appeal.
3419. Commissioners to pass free on railroads.	3426. May make recommendations.

SEC. 3413. There shall be three railroad commissioners. The Governor shall, within sixty days from the organization of the General Assembly at its regular session in 1889 and within sixty days from the organization of said assembly, at its regular session quadrennially thereafter, nominate, and with the advice and consent of the Senate shall appoint, two railroad commissioners, and shall within sixty days from the organization of the General Assembly at its regular session in 1891, and within sixty days from the organization of said assembly at its regular sessions quadrennially thereafter, nominate, and with the advice and consent of the Senate shall appoint one railroad commissioner. The commissioners so appointed shall hold their respective offices for four years from the first day of July next succeeding their respective appointments. The Senate shall act on all nominations of the Governor within ten days after they are made. If the Governor shall fail to nominate, within the sixty days herein prescribed, a person or persons for railroad commissioner or commissioners who shall be confirmed by the Senate, the General Assembly shall fill the vacancy which would otherwise occur.

1887, ch. 5, § 37.  
Appointment  
and term of  
Railroad Com-  
missioners.

General Assem-  
bly shall fill va-  
cancies, when.  
43 Conn., 351.

1877, ch. 144.  
Composition of  
board.  
43 Conn., 351.

SEC. 3414. One of the railroad commissioners shall be a lawyer in good standing in his profession, and of at least ten years' practice. One of said railroad commissioners shall be a capable and experienced civil engineer, of at least ten years' practice in his said business of civil engineer; and the other of said railroad commissioners shall be a good practical business man, and they shall be and constitute the board of railroad commissioners.

1877, ch. 144.  
Vacancies filled  
by Governor,  
when.

SEC. 3415. If any vacancy occurs in said board of railroad commissioners at a time when the General Assembly is not in session, the Governor shall appoint a railroad commissioner to fill such vacancy until the rising of the next session of the General Assembly; and all other vacancies shall be filled for the remainder of their respective terms in the manner provided by section 3413; and no stockholder or agent of any railroad company shall be a commissioner.

1877, ch. 144.  
Office and clerk.

SEC. 3416. The board shall appoint a clerk and have an office in Hartford where its records shall be preserved, which shall be kept open during the usual business hours. If the Comptroller does not furnish said board a proper office, it may hire one at an annual rent not exceeding five hundred dollars.

1877, ch. 144.  
Records, and  
employment of  
experts.

SEC. 3417. The railroad commissioners shall keep a record of all communications addressed to them officially, of all their official acts and proceedings, and of all facts learned in relation to any casualty, with the names of the persons from whom they were derived, or by whom they may be proved, may employ experts or other agents when necessary, and shall have the powers and be subject to the duties hereinafter specified.

1877, ch. 144.  
1878, ch. 50.  
Salaries and  
contingent ex-  
penses.

SEC. 3418. The office expenses and salaries of the board shall be paid monthly from the treasury, and in July in each year the whole amount so paid during the year ending the fourth day of July shall be apportioned by the Comptroller among the several railroad companies in proportion to the length of the main track or tracks of their respective railroads in this State, and each company and the trustees, assignees, lessees, or other parties operating any such railroad shall pay the Treasurer their proportion of such amount.

G. S. 1875, 319,  
§ 8.  
To pass free on  
railroads.

SEC. 3419. The railroad commissioners shall have the right to pass free of charge in the performance of their duties, on all railroads in the State, and to take with them any person in their official employment.

G. S. 1875, 319,  
§ 9.

SEC. 3420. Before the railroad commissioners shall approve the laying out of any railroad, or the taking of



any real estate for the purposes of said road, or any change or alteration of the same, they shall give reasonable notice to all persons having an interest in such estate to attend and be heard; and the appraisers shall cause a like notice to be given to all persons interested in the real estate taken or proposed to be taken; and if any such person resides out of this State, or is a *feme covert*, infant, or *cestui que trust*, or *non compos mentis*, any judge of the superior court may prescribe the notice to be given to such person.

To give notice  
before approval  
of layout, etc.

SEC. 3421. No part of any railroad shall be opened for public travel unless the railroad company shall first obtain a certificate signed by the railroad commissioners, that such road is in a suitable and safe condition.

G. S. 1875, 320,  
§ 10.  
To certify that  
road is safe be-  
fore it is opened.

SEC. 3422. The railroad commissioners shall, at least twice in each year, examine the several railroads in the State, and shall make a like examination of any railroad within the limits of any town, when thereto requested in writing by the selectmen, and shall see that the same are kept in suitable repair, and that the railroad companies faithfully comply with all provisions of law.

G. S. 1875, 320,  
§ 11.  
To examine  
railroads at  
least twice a  
year.

SEC. 3423. Said commissioners shall cause such portion of the laws relating to railroads as they deem proper to be posted as they shall direct; and may at any time, and on the complaint in writing of five of the stockholders or creditors of any railroad company assigning sufficient reason, shall examine its railroad and all its appurtenances, engine and cars, and its by-laws and rules, and in such examinations shall pass over the road at a rate not exceeding six miles an hour, and shall stop at each culvert, bridge, and piling, and examine the same, and shall examine the rails and ties in every mile, notifying the company in writing of the time of such examinations, and shall notify the company to make all repairs required within a time limited; shall make such rules as to platforms and out-buildings at stations as are for the public interest; may prescribe the time during which any ticket office shall be open for the sale of tickets; and no company neglecting such order shall receive more than the regular ticket price for fare; shall make necessary orders for compelling companies to furnish comfortable seats for passengers, and for regulating the manner in which companies shall manage their engines and cars at highway crossings; shall direct that suitable warning boards be put up at dangerous crossings; may require companies to maintain a gate across a highway at any crossing, and to provide an agent to open or close

G. S. 1875, 320,  
§ 12.  
General duties.



the same; shall, when two roads meet or intersect, at the request of the directors of the company owning either, prescribe rules relative to the exchange of passengers and luggage; and shall cause printed copies of sections 3550, 3551, and 3552 to be kept posted up at all railroad stations.

1884, ch. 59.  
May order  
gates, flagmen,  
and signals.

SEC. 3424. The railroad commissioners, when requested in writing by the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough (in cases where the borough has charge of the highways within the same), to order a gate or electric signal to be erected, or a flagman to be stationed at any railroad crossing within their respective towns, cities, or boroughs, shall visit such place, first giving the authorities making such request reasonable notice thereof, and if the public safety requires it, shall order the company operating said railroad to maintain a gate or electric signal, or to keep a flagman at said place, or to do any other act at said place needful for the protection of the public, and may specify when said gate shall be opened and closed, or when flagmen shall be on duty, and may change any such order when they deem it necessary, first visiting the town, city, or borough in which said crossing is located, and there giving the authorities thereof an opportunity to be heard thereon; and if any railroad company shall neglect to station flagmen, or maintain gates or electric signals as ordered by said commissioners, or shall neglect to comply with any order of said commissioners provided for by this section, it shall forfeit to the State fifty dollars for each day of such neglect.

Penalty for neglect.

1883, ch. 115.  
Appeals.

SEC. 3425. When the railroad commissioners, on application as provided in the preceding section, shall make an order as provided therein, or refuse to make the same, their decision shall be communicated to the parties in interest within thirty days from the final hearing on the same, and either party aggrieved by such decision may appeal therefrom to the superior court, in the manner and with like effect as provided for appeals in section 3518, and in all cases in which on an appeal, as aforesaid, an order shall be passed by the superior court, said court may at any time upon the application of either party, with due notice to adverse parties, annul or vary such order; *provided* that said court shall find that there has been a change of circumstances surrounding said crossing.

1889, chap. 216.

G. S. 1875, 320,  
§ 14.

SEC. 3426. The railroad commissioners shall, from

time to time, recommend in writing to the several railroad companies, or any of them, the adoption of such measures and regulations as such commissioners deem conducive to the public safety and interest; and shall report any neglect to adopt such recommendations to the next General Assembly.

### Chapter CCXI.

#### ADDITIONAL PROTECTION TO BRIDGES, TRETTLES, AND PILINGS.

SECTION.	SECTION.
3427. Commissioners may order guard-rails on railroad bridges.	3430. Power to examine witnesses; penalty for resisting.
3428. Penalty.	3431. Fees of witnesses.
3429. May apply for injunction against any company, when.	3432. Report to General Assembly.

SEC. 3427. When the railroad commissioners shall deem it necessary for the safety of persons traveling upon any railroad in this State that guard rails or any other appliances to secure safety should be placed upon any bridge belonging to such railroad, said commissioners may order the company owning or operating such railroad to place such additional guards upon said bridge as they may deem necessary and proper to accomplish the object aforesaid. 1878, ch. 96. Commissioners may order guard-rails on railroad bridges.

SEC. 3428. Any railroad company which shall neglect or refuse to comply with any such order, shall forfeit to the treasurer of the State twenty-five dollars for each day of such neglect or refusal. 1878, ch. 96. Penalty for non-compliance.

SECTION 1. Wherever the track or tracks of any electric railway company shall cross any bridge or causeway, the railroad commissioners shall have the same powers with reference to the placing of guard-rails thereon as are provided in sections 3427 and 3428 of the general statutes for the placing of guard-rails on the bridges of steam railroads. 1895, ch. 221. Railroad commissioners may order guard rails on street railways.

SEC. 2. Whenever the railroad commissioners shall deem it necessary for public safety that fenders should be placed upon the cars operated upon any street railway in this state, they shall have the same powers with reference to the placing of such fenders thereon as are provided in section one of this act with reference to guard rails upon bridges, first giving the company operating such car or cars notice to appear and be heard thereon, and may, from time to time, on reason- And may also order fenders upon street railway cars.

able notice to such street railway company to be heard thereon, modify or revoke any orders made in reference thereto, and shall have sole and exclusive jurisdiction with respect to ordering such fenders upon any street railway car or cars; but nothing in this act shall be so construed as to prevent any street railway company from placing fenders upon its cars or any of them without the order of such commissioners, if such street railway company shall deem it advisable for the purposes of public safety.

SEC. 3. All acts and parts of acts, resolutions, and by-laws inconsistent with this act are hereby repealed.

SEC. 4. This act shall take effect upon its passage.

1897, ch. 241.  
Railroad com-  
missioners may  
direct that plat-  
forms of cars be  
enclosed.

SECTION 1. Whenever the railroad commissioners deem it needful in the interests of the public or employes thereon concerned, that the platforms of any or all of the cars operated upon any street railway in this state should be protected by gates or vestibules more or less enclosed, said commissioners may order the company operating such car or cars to enclose the platforms thereon with gates or vestibules, or both, of the kind and in such manner as they may deem necessary and proper for the protection of said interests, first giving such company reasonable notice to appear and be heard thereon, and may from time to time similarly modify or revoke any such order; and said commissioners shall have sole and exclusive jurisdiction with respect to requiring that the platforms of any street railway car or cars be protected or enclosed by gates or vestibules.

Penalty.

SEC. 2. Any company operating such car or cars which shall neglect or refuse to comply with any such order shall forfeit to the treasurer of the state twenty-five dollars for each day of such neglect or refusal.

SEC. 3. All acts and parts of acts inconsistent herewith are hereby repealed.

SEC. 4. This act shall take effect upon its passage.

G. S. 1875, 321,  
§ 15.  
May apply for  
injunction  
against corpora-  
tion, when.

SEC. 3429. If, upon examination of any railroad, or the affairs of any railroad company, the commissioners shall be of the opinion that such road is in such condition, or that its affairs are so conducted as to endanger the safety of the public, or that the company has violated the law, or refused to obey the directions of said commissioners or of any judge of the superior court, made pursuant to the powers given in this title, they may within one year after said examination make application to any judge of the superior court for an injunction to

restrain any person from exercising or attempting to exercise the duties of any officer in such company; and said judge may proceed thereon as the superior court may do on complaints for an injunction.

SEC. 3430. The railroad commissioners may summon and examine under oath such witnesses as they may think proper in relation to the affairs of any railroad company; and whoever shall refuse, without justifiable cause, to appear and testify, or who shall in any way obstruct any railroad commissioner in the discharge of his duty, shall be fined not more than one thousand dollars, or imprisoned not more than one year or both.

SEC. 3431. The fees of witnesses summoned by the railroad commissioners to appear before them under the provisions of the preceding section, and the fees for summoning such witnesses, shall be taxed by the commissioners and paid by the Treasurer of the State upon the order of the Comptroller.

SEC. 3432. The railroad commissioners shall make a report of the general conduct and condition of all railroads, and of any violation of law by any of them, to each General Assembly not later than the fourth week of its session, with such suggestions for legislation as they may deem proper.

## Chapter CCXII.

### ORGANIZATION.

SECTION.	SECTION.
3433. General railroad law.	3444. Consolidation, how effected.
3434. Articles of association.	3445. Agreement to be ratified by stockholders.
3435. Capital stock; name.	3446. Powers of consolidated company.
3436. Engineer's report; affidavit by directors.	3447. Issue of bonds.
3437. Subscriptions to stock.	3448. Such issue regulated.
3438. Corporate powers.	3449. Where to sue or be sued.
3439. Obtaining right of way.	3450. Proceedings for permission to increase capital stock.
3440. Limitation of time for commencing and completing road.	3451. Finding, report, and recommendation by commissioners.
3441. Crossing of navigable waters.	3452. Capital stock not to be increased without special authority.
2668. Bridges across navigable streams to have draws.	3453. Limitation of preceding provisions.
3442. Other companies prohibited from holding stock.	
3443. Companies may consolidate; proviso as to outstanding bonds and competing lines.	

SEC. 3433. Any number of persons not less than twenty-five may form a company for the purpose of constructing, maintaining, and operating a railroad for public use in the conveyance of persons and property.



G. S. 1875, 315,  
§ 2.  
Articles of asso-  
ciation.

SEC. 3434. The persons forming such railroad company shall make and sign articles of association, in which shall be stated : first, the name of the company ; second, the place where its principal office or place of business is located, which shall be and continue in this State; third, the places from and to which and the names of all the towns through and into which it is proposed to construct, maintain, and operate said road; fourth, the length of said railroad, as nearly as may be, and the amount of capital stock of the company, which shall not be less than ten thousand dollars for every mile of road proposed to be constructed; fifth, the names and residences of not less than nine directors of said company, who shall be chosen by the persons subscribing said articles of association, and a majority of whom shall always be residents of this State, and who shall manage its affairs for one year; but the amount of the funded and floating debt of any such corporation shall at no time exceed the amount of cash actually paid in upon its capital stock.

G. S. 1875, 316,  
§ 3.  
Capital stock.  
Name.

SEC. 3435. The capital stock of said company shall be divided into shares of one hundred dollars each, and each subscriber to such articles of association shall subscribe thereto his name, residence, and the number of shares he agrees to take in such company; and on compliance with the provisions of the succeeding sections of this chapter, such articles of association may be filed in the office of the Secretary of the State, who shall endorse thereon the day they are filed, and record them; and thereupon the persons who have subscribed such articles, together with all persons who shall become stockholders of such company, shall be a corporation by the name specified in such articles.

G. S. 1875, 316,  
§ 4.  
Engineer's report to accom-  
pany the  
articles of  
association.

SEC. 3436. Such articles of association shall not be filed and recorded unless they are accompanied by the report, under oath, of a skillful engineer, founded on an actual examination of the route, showing the character and structure of the proposed road-bed, with its indications of rock or earth cuttings; the manner in which it is proposed to construct said railroad; the general profile of the surface of the country through which it is proposed to be made; the feasibility of the route and an estimate of the probable expense of constructing the same; a copy of which report shall be kept on file in the office of the Secretary of the State; nor shall such articles of association be filed and recorded until at least five thousand dollars of stock for every mile of railroad proposed to be made is subscribed thereto, and ten per



cent. of such subscription paid in cash to the directors named in said articles, nor unless there is annexed thereto an affidavit made by at least three of said directors, that the amount of stock required by this section has been in good faith subscribed, and ten per cent. in cash paid thereon as aforesaid, and that it is intended in good faith to construct the road named in such articles; and a copy of any articles of association filed and recorded as aforesaid, or of the record thereof, certified by the Secretary of the State, shall be *prima facie* evidence of the due formation, existence, and capacity of said corporation

Affidavit by directors.

SEC. 3437. When such articles of association are recorded in the office of the Secretary of the State, the directors may, in case the whole of the capital stock is not subscribed, open books of subscription to the same in such places and on such notice as they may deem expedient, and may continue to receive subscriptions until the whole of the capital stock is subscribed; and no subscription shall be received or taken without such payment of ten per cent.; but such company shall not commence the construction of its road until at least ten thousand dollars a mile is subscribed to the capital stock thereof by responsible persons.

G. S. 1875, 316, § 5. Subscriptions to the capital stock.

SEC. 3438. Every railroad company may hold such real estate as may be convenient for accomplishing the objects of its organization; may by its agents enter upon such places as may be designated by its directors, for the purpose of making surveys and determining the line whereon to construct said railroad; and may construct, equip, and maintain a railway, with one or more tracks, over the route specified in its charter or articles of association, and transport persons or property thereon by any power.

G. S. 1875, 317, § 6. Powers of the company.

SEC. 3439. No land shall be taken except as hereafter in this chapter provided, without the consent of its owner, except within two years after the approval of the location of the route by the railroad commissioners; and when the lands of any *feme covert*, infant, *cestui que trust*, or person *non compos mentis*, shall be necessary for the construction of any railroad, said lands may be taken on giving notice to the husband of such *feme covert*, the trustee of any such *cestui que trust*, the guardian, either natural or appointed, of such infant, and the conservator of such person *non compos mentis*, who may respectively release all damages for lands so taken, as fully as if the same were holden in their own right.

G. S. 1875, 317, § 7. 1882, ch. 140. Right of way to be obtained within two years.

Trustees, guardians, etc., may release.

1882, ch. 140.  
Limitation of  
time for com-  
mencing and  
completing  
road.

SEC. 3440. If any railroad company formed under the provisions of this chapter shall not, within two years after its articles of association are filed and recorded in the office of the Secretary of the State, commence the construction of its road, and expend thereon ten per cent. of the amount of its subscribed capital, or shall not finish or put in operation its railroad within five years from the time of filing and recording its articles of association as aforesaid, its corporate existence and powers shall cease: *provided*, that the railroad commissioners shall extend the time for the commencement of such railroad and expending ten per cent. and for taking lands, for a period or periods not exceeding, in the whole, two years beyond the time of two years hereinbefore referred to, if said railroad company has been prevented by litigation, or by the opposition of any party, from complying with the provisions of this section.

1882, ch. 140.  
Crossing of nav-  
igable waters.

SEC. 3441. Any railroad company organized under the provisions of this chapter may construct its railroad across navigable waters, when said railroad company shall have filed in the office of the Secretary of the State a sworn statement of a competent engineer, approved by the railroad commissioners and the president and treasurer of said railroad company, that there has been expended in the construction of their railroad in this State a sum equal to ten thousand dollars for each mile of their said railroad within this State between either terminal point in the location of said road and the proposed location of said bridge; *provided*, that no bridge shall be constructed across any river or harbor nearer the sea than some existing bridge across such river or harbor; and *provided*, that all such bridges shall be constructed in such manner, and of such materials and with draws of such width for the passage of vessels, as the railroad commissioners shall authorize and direct; but nothing herein shall be construed to authorize any railroad company to construct or use a bridge for any but railroad purposes.

1881, ch. 151.  
Bridges across  
navigable  
streams to have  
a draw.

SEC. 2668. No bridge without a draw shall be built or maintained across any water navigated by open-deck vessels for business purposes, whose passage would be impeded thereby. . . .

1882, ch. 140.  
Other compa-  
nies prohibited  
from holding  
stock of com-  
pany establish-  
ed under these  
provisions.

SEC. 3442. No other railroad company shall subscribe for, take, or hold any stock or bonds of any railroad company established under the provisions of this chapter, either directly or indirectly, unless specially authorized by the General Assembly.

SECTION 1. In case any railroad company acting under the authority of the laws of this state shall have acquired more than three-fourths of the capital stock of any steamboat company, ferry company, bridge company, wharf company, or railroad company, and cannot agree with the holders of outstanding stock for the purchase of the same, upon a finding by a judge of the superior court that such purchase will be for public interest, it may cause such outstanding stock to be appraised in the manner provided by section 3464 of the general statutes; and when said appraisement shall have been paid or deposited as provided in said section, the stockholder or stockholders whose share or shares shall have been so appraised shall cease to have any interest therein, and shall, on demand made, surrender said stock and all certificates thereof to the corporation applying for such appraisal, and upon the deposit of said appraisal said certificates shall be deemed to be canceled.

1895, ch. 232.  
Railroad company may acquire stock of steamboat, ferry, bridge, or wharf company, or other railroad company.

SEC. 2. Any person holding a minority of the shares of stock in any company described in section one of this act may, if he cannot agree with the corporation owning three-fourths of such stock, for the purchase of his shares, cause the same to be appraised in the manner provided by section one of this act; and an appraisement having been made and recorded in the office of the clerk of the superior court of any county where such railroad company operates a railroad, shall operate as a judgment against such company and in favor of the holder of such stock, and at the end of sixty days, unless such judgment is paid, execution may be issued.

Appraisal of stock when parties cannot agree.

SEC. 3. This act shall take effect from its passage.

SEC. 3443. Any railroad company incorporated under the laws of this State for the purpose of building and operating a railroad within this State, extending to or beyond the boundary line of this State, may consolidate its capital stock, franchises, and property with the capital stock, franchises, and property of any other incorporated railroad company, whose line of railroad, built or to be built, is situated wholly outside this State, whenever the railroads of the companies thus consolidating form one continuous line of railroad from some point in this State to some point in an adjoining State; *provided*, that no companies shall thus consolidate if, at the time of their consolidation, the aggregate outstanding bonds of the companies proposing so to consolidate exceed one-half

1883, ch. 79.  
Railroad companies may consolidate. Proviso as to outstanding bonds, and as to competing lines.

of what has been actually expended upon the railroads of such consolidating companies, the amount of said outstanding bonds to be ascertained as follows: the same to be certified to the Comptroller in the case of each company by the written statement, under oath, of the president and treasurer of said company, and of an engineer approved by the railroad commissioners of this State; and false swearing in the matter shall be perjury; and provided, that no railroad companies shall be consolidated under this provision, whose railroads, built or to be built, run on parallel or competing lines.

1883, ch. 79.  
Consolidation,  
how effected.

SEC. 3444. Such consolidation shall be made as follows: The directors of the companies proposing to consolidate may enter into a joint agreement, under the corporate seal of each company, for the consolidation of said companies and railroads, and prescribing the terms and conditions thereof, the mode of carrying the same into effect, the name of the new company, the number and names of the directors and other officers thereof, and who shall be the first directors and officers, and their places of residence, the number of shares of the capital stock, the amount or par value of each share, and the manner of converting the capital stock of each of said companies into that of the new corporation, and how and when directors and officers shall be chosen, with such other details as they shall deem necessary to perfect such new organization and the consolidation of said companies or railroad. But in no case shall the capital stock of the company formed by such consolidation exceed the sum of the capital stock of the companies so consolidated, at the par value thereof, nor shall any bonds or other evidences of debt be issued for a consideration for, or in connection with, such consolidation.

1883, ch. 79.  
Agreement to  
be ratified by  
stockholders.

SEC. 3445. Said agreement shall be submitted to the stockholders of each of said companies at a special meeting thereof, called separately for the purpose of taking the same into consideration; due notice of the time and place of holding said meeting and the object thereof shall be given by each company to its stockholders by written or printed notices addressed to each of the persons in whose names the capital stock of such company stands on the books thereof, and delivered to such persons respectively or sent to them by mail, when their post-office address is known to the company, at least thirty days before the time of holding such meeting, and also by a general notice published daily for at least four weeks in some newspaper printed in the city,



town, or county where such company has its principal office or place of business; and at the said meeting of the stockholders the agreement of the said directors shall be considered and a vote by ballot taken for the adoption or rejection of the same, each share entitling the holder thereof to one vote, and said ballot shall be cast in person or by proxy, and if two-thirds of all the votes of all the stockholders shall be for the adoption of said agreement, then that fact shall be certified thereon by the secretaries of the respective companies under the seals thereof, and the agreements so adopted, or a certified copy thereof, shall be filed in the office of the Secretary of the State, and shall thereafter be deemed and taken to be the agreement and act of consolidation of the said companies; and a copy of the said agreement and act of consolidation, duly certified by the Secretary of the State under his official seal, shall be evidence in all courts and places of the existence of said new company, and that the provisions of this and the two preceding sections have been fully observed and complied with.

SEC. 3446. Said consolidated company, when so formed, shall have and enjoy all the rights, franchises, property, and privileges which at the time of their consolidation were severally had or enjoyed by said constituent companies, subject to the provision that the consolidation permitted by this chapter shall not confer upon any railroad company any power or privilege not given by the laws of this State to all railroad companies organized under this chapter; and said consolidated company shall be subject as respects the construction, maintenance, operation, and taxation of that portion of its road built or to be built in each State, to the laws of such State as fully as if no consolidation had been made; nor shall the right of any creditor of any company thus consolidated be affected by such consolidation.

1883, ch. 79.  
Powers of consolidated company.

SEC. 3447. Said consolidated company may issue bonds, and secure the same by a mortgage of its entire franchises and property, both within and without this State, existing or to be acquired, or any part thereof, to one or more trustees, to be nominated by said company and approved by the Governor of this State; and said mortgage may provide for a foreclosure or sale of the entire road and franchises in both States, in case of a default upon the bonds, by judgment or decree of a court of competent jurisdiction in this State.

1883, ch. 79.  
Issue of bonds.

SEC. 3448. The provisions of section 3570 shall apply to the bonds and mortgage authorized by the preceding section.

1883, ch. 79.  
Such issue regulated.



1883, ch. 79. SEC. 3449. Said consolidated company may sue and  
Where to sue or be sued. be sued in any county in this State into or through  
which its railroad or railroad route may extend; and  
not less than six of its directors shall be at all times citi-  
zens of this State.

1878, ch. 116. SEC. 3450. When any railroad company shall desire  
Proceedings for permission to increase capital stock. to increase its capital stock, it shall make application to  
the railroad commissioners in writing, setting forth the  
amount to which and the purpose for which it is desired  
to make such increase. Whereupon the commissioners  
shall fix a time and place for hearing such application,  
and require such notice thereof to be given as they may  
deem reasonable.

1878, ch. 116. SEC. 3451. The commissioners shall make a finding  
Finding of facts, report, and recommendation by railroad commissioners. of all the essential facts presented to them in regard to  
such proposed increase of capital stock, and report the  
same to the next session of the General Assembly, with a  
recommendation whether such increase should be allowed  
or not, and, if allowed, the manner in which and terms  
upon which such stock should be issued.

1878, ch. 116. SEC. 3452. No railroad company shall increase its  
Capital stock not to be increased without special author- ity. capital stock except by special authority of the General  
Assembly, nor shall such authority be given except  
upon the recommendation of the railroad commission-  
ers as herein provided.

G. S. 1875, 317, SEC. 3453. Nothing contained in this chapter shall  
§ 10. be construed to authorize the construction of any horse  
These provi- railroad in any city or borough; or the taking or using  
sions not to ap- the track, wharves, depot, or depot grounds of any other  
ply to horse company without its consent, except for the purpose of  
railroads or crossing or connection.  
authorize inter- ference with exist- ing railroads.

### Chapter CCXIII.

#### STEAM RAILROADS.

SECTION.  
3454. What railroads included in the provi-  
sions of this chapter.  
3455. Company officers and by-laws.  
3456. Meetings, how called; stock votes.  
3457. Officers when not to vote on proxies.

SECTION.  
3458. Stock not to be voted on, if assess-  
ments are unpaid.  
3459. Deposit to be made before applying for  
approval of layout.

G. S. 1875, 319, SEC. 3454. All railroad companies which transport  
§ 1. passengers or freight on their roads otherwise than by  
What railroads included in the provisions of animal power alone, shall have all the powers and be  
this chapter. subject to all the provisions contained in the succeeding  
sections of this chapter respecting such companies, ex-  
cept when otherwise specially provided in their charters.

Any railroad company organized under and subject to the provisions of Title LXVI of the general statutes and amendments thereto is hereby authorized to operate its railroad by electricity, in addition to the motive power already employed in operating such railroad.

1893, ch. 193.  
May use electricity.

SEC. 3455. The direction of the affairs of every such company shall be vested in a board of not less than nine directors annually chosen by the company, who may fill any vacancies which may occur in their number, and shall elect one of their own number president of the board, who shall also be president of the company, and may also choose a secretary who shall also be secretary of the company, and be sworn to a faithful discharge of his duty, and a treasurer who shall give bonds to the company in such sum as shall be required by the by-laws, for the faithful discharge of his trust, and such other officers as they may deem expedient, and may make by-laws and regulations in regard to the management of the stock, property, and affairs of said company.

G. S. 1875, 319,  
§ 2.  
Company officers and by-laws.

SEC. 3456. All meetings of the company shall be called in such a manner as shall be provided in the by-laws, and at such meetings each member shall be entitled to one vote for each share held by him.

G. S. 1875, 319,  
§ 4.  
Meetings, how called; stock votes.

SEC. 3457. Every railroad company may prohibit the officers from voting in the election of directors upon any other stock than their own; and no officer of such company shall request any stockholder to execute a power of attorney to vote upon his stock; and no person shall be allowed to vote by virtue of a power so obtained; and any person who shall violate the provisions of this section shall be disqualified from holding any office in said company for one year thereafter.

G. S. 1875, 319,  
§ 5.  
Officers, when not to vote on stock of others.

SEC. 3458. No subscriber to the capital stock of any railroad company shall be allowed to vote on any of said stock, unless all assessments or installments on it, legally called in by such company, shall have been paid in full.

G. S. 1875, 319,  
§ 6.  
Stock not to be voted on, if assessments are unpaid.

SEC. 3459. Every railroad company, before applying to the railroad commissioners for their approval of the location of its road, shall deposit with the State Treasurer a sum equal to eleven dollars per mile of the length of its proposed road in this State. And the Comptroller shall include such company among the several railroad companies in his next annual apportionment of the office expenses and salaries of the board, estimating the length of its main track or tracks as equal to said proposed length of road. And the Treasurer shall deduct the amount so apportioned to such company from said deposit, and return the remainder to the treasurer of such company.

1892, ch. 20.  
Deposit to be made by railroad company before applying for approval of layout of its road.

## Chapter CCXIV.

## LOCATION AND CONSTRUCTION.

## SECTION.

- 3460. What lands may be taken.
- 3461. Alteration of location.
- 3462. Where land is cut off from access to highway.
- 3463. Not to be laid out through cemetery.
- 3464. How lands may be taken.
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- 3466. Condemnation of easements, etc., reserved in a grant to the company.
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- 3475. Certificate of assignment, etc., of interest in location, to be recorded.
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- 3477. Appeals from order authorizing crossing of streams.
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- 3480. To be constructed so as not to cross highways at grade, etc.
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## SECTION.

- 3482. Commissioners to direct as to structure of bridge over railroad.
- 3483. Alteration of highway crossed at grade.
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- 3487. Such highways when the railroad has been heretofore constructed.
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- 3491. Appeal.
- 3492. Commissioners may forbid the use of certain tracks for switching purposes.
- 3493. May regulate the use of such tracks, on petition, etc.
- 3494. Penalty for non-compliance with order.
- 3495. Appeal from such order.
- 3496. General penalty in absence of special penalty.
- 3497. Forfeiture, how recovered.
- 3498. Commissioners may regulate the speed of cars at crossings, etc., general authority regarding crossings; penalty.
- 3499. Guarding rails at grade crossings.
- 3500. Covered bridges, height of.

G. S. 1875, 321,  
§ 18.  
1883, ch. 131.  
Company may  
lay out road  
and take land,  
on payment of  
appraisal.

Commissioners  
shall prescribe  
limits.

SEC. 3460. Every railroad company may lay out its road not exceeding six rods wide, and for the purpose of cuttings, embankments, and procuring stone and gravel, and for necessary turnouts, may take as much more real estate within the limits of its charter as may be necessary for the proper construction and security of the road; but no real estate without the limits of said road shall be so taken without the permission of the parties interested therein, unless the railroad commissioners, on application of such company, and after notice to said parties, shall first prescribe the limits within which real estate shall be taken for said purposes, and no railroad shall lay out and finally locate its road without the written approbation of the location by said commissioners; and any company may change the location of its road, or of any section or part thereof, either before or after such location has been approved by the commissioners, provided such change is made before the construction of said road or of said section or part thereof has been commenced, and is made with the written approbation of said commissioners; and *provided*, that all damages that may be occasioned to any person by

the taking of any real estate for said purposes shall be paid for by said company as provided by law.

SECTION 1. The provisions of sections 3460, 3461, 3462, 3464, 3465, 3466, 3467, 3471, 3472, 3476, 3479, 3486, and 3487 of the general statutes and of chapters CCLXII, CCLXIII, and CCLXIV of the public acts of 1893 shall be deemed to be a part of the charter of any railroad company authorized to construct, own, or operate any steam railroad within the state of Connecticut, and all powers and privileges conferred upon steam railroad companies by said sections and by said chapters of the public acts of 1893, and all duties or obligations imposed upon any such company by said sections or said chapters, are conferred upon, or imposed upon, such companies in the same manner and to the same extent as if the provisions of said sections and said chapters were parts of the charters of said companies.

1895, ch. 185.  
Certain statutes  
made a part of  
the charters of  
railroad compa-  
nies.

SEC. 2. This act shall take effect from its passage.

SEC. 3461. Every railroad company, after its line of road shall have been located, approved, and established, may so far alter the location of such road as to change the radius of its curves, straighten and improve its lines, width, and extent of depot grounds, slopes, and embankments, and extend its lines of sight, when such changes are approved by the railroad commissioners, and may take lands for additional tracks, turnouts, and freight and passenger stations, and depots, also for the purpose of supplying water for the use of its engines and stations. A certificate of which changes or taking, duly signed by such commissioners, shall be lodged for record in the town clerk's office in the town or towns in which such changes or taking is made.

G. S. 1875, 321.  
§ 19.  
1892, ch. 140.  
Alteration of  
location.

Any railroad company may so far alter the location of its road as to add to the number of its main tracks, and for that purpose, with the approval of the railroad commissioners, may take additional land in the manner now provided by law; but when an additional bridge over a navigable stream shall be required by an enlargement of the main tracks, the same shall be constructed in such manner, and of such materials, and with draws of such width for the passage of vessels, as the railroad commissioners shall authorize and direct, and such additional bridge shall be subject to the provisions of section 3503 of the general statutes.

Certificate of  
alteration to be  
recorded.

1893, ch. 262.  
Land for addi-  
tional tracks.

Additional  
bridge over  
navigable  
stream.



1884, ch. 88.  
Where land is  
taken and other  
land is thereby  
cut off from  
practical access  
to the highway.

SEC. 3462. When any railroad company shall take land for railroad purposes, the effect of which is to cut off other land from practical access to the highway, said railroad may, with the approval of the railroad commissioners, take additional land, sufficient to procure a convenient way from the land so cut off to the highway, and shall provide for the use of the owner of the land cut off as aforesaid a suitable way over such additional land to the highway. Said way shall remain a private way for the use of the owner of the land cut off as aforesaid, and the city or town in which it is situated shall not be liable for its maintenance nor responsible for its defects. For the purposes of this section, lands may be acquired in the manner provided by law for the taking of land by railroad companies.

1881, ch. 154.  
Railroad not to  
be laid out  
through  
cemetery.

SEC. 3463. No railroad company shall lay out or locate its road, or any part thereof, through any cemetery or any approach in common use from the highway thereto, and within one-quarter of a mile thereof, unless the railroad commissioners, when called upon to approve the proposed layout of said road, shall find that said cemetery, or the approach thereto, was located for the purpose of obstructing such layout, or unless said commissioners shall unanimously approve such layout or location.

G. S. 1875, 321,  
§ 20.  
Land, how  
taken, ap-  
praisal, dam-  
ages, etc.  
21 Conn., 294.  
26 Conn., 249.

SEC. 3464. When any railroad company shall have the right to take real estate for railroad purposes, and cannot obtain it by agreement with the parties interested therein, it may apply to any judge of the superior court for the appointment of appraisers to estimate all damages that may arise to any person from the taking and occupation of such real estate for railroad purposes, and after reasonable notice of said application shall have been given to all parties in interest, such judge shall appoint three appraisers, who shall be sworn, and give reasonable notice to said parties in regard to the time and place of making such estimate, and shall view the premises and estimate such damage, but shall not include in such estimate the expense of erecting and maintaining fences along the line of such railroad; and shall return an appraisal of such damages in writing, under their hands, to the clerk of the superior court in the county where the estate lies, who shall record it; and when so returned and recorded, such appraisal shall have the effect of a judgment, and execution may issue at the end of sixty days from the time of such return, in favor of the persons respectively to whom damages may be appraised; and said appraisers shall be paid by said



company for the time actually spent in making such appraisal and return; but no railroad shall be worked upon, or opened across any real estate, until the damages appraised to any person interested therein shall have been paid or secured to be paid to his satisfaction, or deposited with the treasurer of the county for his use.

Any railroad company, owning a railroad which has been constructed and is being operated over land to which it has not acquired title, may take such land within the limits of its location, at any time within two years after the approval thereof by the railroad commissioners, by proceedings under section 3464 of the general statutes; *provided*, that nothing herein shall be construed to authorize the taking or using the track, wharves, depot, or depot grounds of any other company without its consent, except for the purpose of crossing or connection.

SEC. 3465. When any real estate shall have been laid out for railroad purposes, and the damages shall have been appraised, and such road, or any part thereof, shall have been abandoned or discontinued before the same shall have been opened and worked, no such execution shall issue, nor shall an action be brought against said company for the recovery of such damages by any of the owners of land over which such road or part of a road shall have been laid out and discontinued as aforesaid; but any such owner may recover of such company the actual damage which he may have suffered in consequence of the laying out of the road, or for any unreasonable delay in opening and working the same.

SECTION 1. On and after the passage of this act, any public highway crossing over a railroad, the use of which crossing has been abandoned for a period of at least fifteen years, shall be deemed discontinued.

SEC. 2. Whenever a farm or private crossing has been removed by any railroad company without the consent of the owner or owners, the railroad company from whose tracks said crossing has been removed shall restore the same in good order upon written request of the owner or owners, under a forfeiture of five dollars per day to the person or persons owning or having a right to use such crossing, after thirty days from the date of such notice.

SECTION 1. The owner of any private crossing at grade of the tracks of a railroad company, or of any right, title, interest, easement, or privilege in land used by any railroad company for railroad purposes, or

1889, ch. 119.  
Taking of land  
already occu-  
pied.

G. S. 1875, 322,  
§ 21.  
Land owners to  
recover actual  
damages only,  
where road is  
discontinued  
before opened  
and worked.

1897, ch. 207.  
Highway cross-  
ing railroad  
deemed discon-  
tinued, when.

Private crossing  
removed by rail-  
road company  
must be restored  
upon written  
request.

1893, ch. 263.  
Elimination of  
private cross-  
ings and con-  
demnation of  
easements.

the directors of any railroad company whose land is incumbered by any such private crossing, right, title, interest, easement, or privilege, may bring a petition to the railroad commissioners for the elimination of such private crossing, and the condemnation of such right, title, interest, easement, or privilege, which petition shall be in writing, alleging that public safety requires the elimination of such incumbrance. The railroad commissioners shall thereupon appoint a time and place for hearing the petition, and shall give such notice thereof as they shall judge reasonable to the owner of said right, title, interest, easement, or privilege, to the railroad company, and to the owners of land adjoining the highway to be laid out, if any such highway is laid out, as hereinafter provided, to be used as a substitute for such private crossing. Upon the hearing of said petition, if public safety so requires, the commission shall authorize the railroad company to condemn such private crossing, right, title, interest, easement, or privilege, and thereupon the railroad company may proceed to condemn the same in the manner provided by law for the taking of lands by railroad companies. Upon the hearing of said petition, if the railroad commissioners shall be of opinion that public convenience and necessity require a highway on account of the elimination of said private rights in the land of the railroad company, they may lay out a highway sufficient to satisfy public convenience; but such new highway shall not be laid out if the land of a private owner, with which the incumbrance is associated, is already connected with a public highway. If the railroad commissioners shall order a new highway, as hereinbefore set forth, they shall assess the expenses of making the same, including the damages to any person whose land is taken, proportionally upon the person and parties especially benefited thereby, but at least one-half of such expense shall be paid by the railroad company.

Substitution of  
crossings

SEC. 2. The commissioners may order the elimination of any private crossing at grade, as aforesaid, by the substitution of an overhead or underneath crossing, in which case the expense of making such change, including land damages, shall be paid by the railroad company.

Appeal from  
commissioners.

SEC. 3. Any person aggrieved by any order or judgment of the railroad commissioners, under this act, may appeal from such order or judgment to the superior court for the county in which the land lies,

in the manner and with like effect that appeals are taken from the orders of railroad commissioners under section 3518 of the general statutes.

SEC. 4. Section 3466 of the general statutes, Chapter CXLVIII, and Chapter CCLII of the public acts of 1889 are hereby repealed.

SEC. 3467. When any railroad company shall take any property for the purpose of its railroad, the owner of such property may at any time within three years thereafter demand in writing of the treasurer of the company a written description of such property so taken, and said company shall within thirty days deliver to him such description; and if it fail to do so, all its rights to enter upon or use said property, except for making surveys, shall be suspended until it shall have so delivered such description.

G. S. 1875, 322, § 22. Owners may require a plan of land taken.

SEC. 3468. Within ninety days after the railroad of any company shall have been laid out in any town and approved by the railroad commissioners, such company shall deposit with the town clerk a correct plan, signed by its president, of so much of said railroad as lies in said town, drawn on a scale of at least five inches to the mile, upon which shall be accurately delineated the direction and length of each course, and the width of the land taken.

G. S. 1875, 322, § 23. Corporation to deposit plan of road with town clerk.

SEC. 3469. Every railroad company shall, within six months after the final location of its road, file a statement of such location, defining the courses and distances, with the Secretary of the State.

G. S. 1875, 322, § 24. Location of road to be filed in Secretary's office.

SEC. 3470. Every railroad company, in making contracts for the building of its road, shall require sufficient security from the contractors for the payment of all labor thereafter performed in constructing the road by persons in their employ; and the company shall be liable to the laborers employed for labor actually performed on the road, if they, within twenty days after the completion of such labor, shall, in writing, notify its treasurer that they have not been paid by the contractors.

G. S. 1875, 322, § 25. Security from contractors for paying laborers; liability of company therefor.

SEC. 3471. Any railroad company may, in the construction of its railroad, cross the railroad of any other company, or connect with the same; and if it cannot agree with such other railroad company, or the managers thereof, as to such crossing or connection, the railroad commissioners may determine the place and manner of such crossing or connection, after reasonable notice to the several companies in interest to appear and be heard in relation to the matters contained in such

1882, ch. 138.  
1883, ch. 130.  
Crossing of one railroad by another.

notices, and may make such orders as to bridges, abutments, piers, tunnels, arches, excavations, retaining walls, embankments, and approaches as they shall judge necessary; but no railroad shall cross any other railroad at grade, except for the purpose of connecting therewith, when the avoidance of a grade crossing is practicable, and the railroad commissioners shall be judges of the question of practicability.

1895, ch. 2.  
Steam railway  
and electric or  
horse railways  
not to cross  
at grade here-  
after.

SECTION 1. No electric, cable, or horse railroad shall hereafter be constructed across the tracks of any steam railroad at grade; and no steam railroad shall hereafter be constructed across the tracks of any electric, cable, or horse railroad at grade.

Repeal chapter  
CCVIII public  
acts 1893.

SEC. 2. All acts, public or private, inconsistent herewith are hereby repealed.

SEC. 3. This act shall take effect upon its passage.

1895, ch. 332.  
Powers of rail-  
road commis-  
sioners as to  
frogs at grade  
crossings of  
street and steam  
railroads.

SECTION 1. Whenever the tracks of any street railway and of any steam railroad are legally authorized to cross at grade, the railroad commissioners, upon the written application of the corporation or person operating such street railway or such steam railroad, as the case may be, may, in case said parties cannot agree, order such crossing to be made by means of frogs of such kind or style as said commissioners shall require. Such order shall be made upon reasonable notice to both parties to appear and be heard as to the time and manner of execution of the same, and shall prescribe the time within which, and by whom, and in what manner such order shall be executed. And said railroad commissioners may, from time to time, upon notice as aforesaid, make further orders as to the repair, renewal, and maintenance of such crossing.

Railroad com-  
missioners may  
act at any time.

SEC. 2. Whenever the railroad commissioners shall deem that public safety requires, they shall have the power, without application to them, to make and cause to be executed such orders regarding grade crossings of street railways and steam railroads as provided for in section one of this act.

Expense to be  
paid by whom.

SEC. 3. The expense caused by the execution of such order or orders shall be paid by the corporation or person operating the railroad or railway last authorized and constructed at such crossing, and such corporation or person shall also maintain the same.

Orders may be  
enforced by  
mandamus.

SEC. 4. Any and all of such orders may be enforced by mandamus, and the cost of such mandamus proceedings shall be taxed against the party refusing to obey such order.



SEC. 5. All acts and parts of acts, public or private, inconsistent herewith are hereby repealed.

SEC. 6. This act shall take effect from its passage.

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SECTION 3472. Any railroad company may make lawful contracts with any other railroad company with whose railway its tracks may connect or intersect in relation to its business or property, and may take a lease of the property or franchises of, or lease its property or franchises to, any such railway company.

G. S. 1875, 323, § 27.  
Contracts with connecting or intersecting roads.

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SEC. 1. Any railroad company in this State may build branches from its main line or from any of its leased lines; *provided*, that the construction of such branch is found by a judge of the superior court, upon due application after such reasonable public notice as such judge may order, to be of public necessity and convenience.

1859, ch. 166.  
Railroad company may build branch, when.

SEC. 2. For the purpose of paying the cost of building any such branch, said railroad company may issue bonds secured by mortgage to the amount of one-half of said cost, to be verified in the manner now provided by law for verifying the cost of a railroad for the purpose of issuing bonds.

Issue of bonds therefor.

SEC. 3. So much of section 3472 of the general statutes as relates to the construction of branches by railroad companies is hereby repealed.

Repeal.

SEC. 4. This act shall be deemed to be an addition to, and amendment of, all charters of railroad companies, and shall repeal all limitations in any charter as to the length of branches which it may build.

Effect of this act on railroad charters.

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SEC. 3473. No lease of any railroad made after April 25, 1878, shall be binding on either of the contracting parties for a period of more than twelve months, unless approved by the stockholders of the company or companies that are parties to the lease, by a vote of two-thirds of the stock represented in person or by proxy, at a meeting of the stockholders called for that purpose, and at least one month's notice given of such meeting by advertising twice a week for four weeks in a daily paper published in the State, and also by mailing a copy of the call and of the lease to each stockholder; and said notice and call shall state that at the meeting the lease will be submitted for the approval of the stockholders.

1878, ch. 65.  
Leases of railroads regulated

SEC. 3474. All conveyances by any railroad company, or its assigns, of any interest in the location of its railroad, to be used or enjoyed for railroad purposes,

1887, ch. 76.  
Record of conveyance or lease of interest in location.



may, and if in the nature of a lease, whether now in force or hereafter executed, for a term exceeding one year, shall be recorded by the grantee or lessee in the office of the Secretary of the State.

1887, ch. 76.  
Certificate of  
assignment, re-  
lease, or fore-  
closure, may be  
recorded

SEC. 3475. Certificates of the assignment, release, or foreclosure of any interest or lien in or upon the location of any railroads, acquired under any such conveyance as specified in the preceding section, or by virtue of the general laws of the State, may be recorded in like manner, and with the same effect.

1893, ch. 119.  
Sale of equip-  
ment.

SECTION 1. In any contract for the sale of railroad or street railway equipment, or rolling stock, it shall be lawful to agree that the title to the property sold, or contracted to be sold, although possession thereof may be delivered immediately or at any time or times subsequently, shall not vest in the purchaser until the purchase price shall be fully paid, or that the seller shall have and retain a lien thereon for the unpaid purchase money. And in any contract for the leasing or hiring of such property it shall be lawful to stipulate for a conditional sale thereof at the termination of such contract, and that the rentals or amounts to be received under such contract may, as paid, be applied and treated as purchase money, and that the title to the property shall not vest in the lessee or bailee until the purchase price shall have been paid in full, and until the terms of the contract shall have been fully performed, notwithstanding delivery to and possession by such lessee or bailee; *provided*, that no such contract hereafter made shall be valid as against any subsequent attaching creditor, or any subsequent *bona fide* purchaser, for value and without notice, unless the same shall be evidenced by an instrument executed and duly acknowledged by the parties thereto before some person authorized by law to take acknowledgment of deeds, and in the same manner as deeds are acknowledged, and duly recorded in the office of the Secretary of this State, nor unless each locomotive engine or car, so sold, leased, or hired, or contracted to be sold, leased, or hired, as aforesaid, shall have the name of the vendor, lessor, or bailor plainly marked on each side thereof, followed by the word "owner," or "lessor," or "bailor," as the case may be.

Contracts, when  
recorded.

SEC. 2. The contracts herein authorized shall be recorded by the Secretary of this State in a book of records to be kept for that purpose. And on payment in full of the purchase money, and the performance of the terms

and conditions stipulated in any such contract, a declaration in writing to that effect, or a proper quit-claim deed, shall be made, executed, and acknowledged by the vendor, lessor, or bailor, or his or its assignee, and recorded in the office of the Secretary of this State. And for such services the Secretary shall be entitled to receive the same fees as in the cases of railroad mortgages.

SEC. 3. This act shall not be held to invalidate or affect in any way any contract heretofore made of the kind referred to in the first section hereof, and any such contract heretofore made may, upon compliance with the provisions of this act, be recorded as herein provided.

Contract heretofore made not affected.

SECTION 1. Whenever the property and franchises of any railroad company shall have been sold pursuant to a judgment or a decree of a court of competent jurisdiction in a suit for the enforcement or foreclosure of a mortgage on such railroad, the purchaser or purchasers at such sale, or his or their grantees and their associates and successors, in case they shall determine not to abandon their franchises but shall desire to continue the operation of such railroad, shall, upon filing in the office of the secretary of this state the certificate hereinafter provided for, be a corporation by the name designated in such certificate, with power to hold, use, maintain, and operate such railroad, with all the powers enjoyed by railroad corporations under the general laws of this state.

1897, ch. 88.  
Powers of purchaser of railroad under foreclosure.

SEC. 2. The certificate to be filed as aforesaid shall be signed and sealed by such grantees, or a majority of them, and shall be duly acknowledged, and shall specify, first, the name of the corporation; second, the names of such persons as shall have associated themselves together for the organization of such corporation, and the names of the persons who shall compose the first board of directors; third, the amount of capital stock and the number of shares into which the same is divided; fourth, the owners of such shares at the date of filing said certificate.

Certificate to be filed with secretary.

SEC. 3. The amount of capital stock of said company shall not exceed the total value of the railroad together with its franchises, which value shall be determined by the railroad commissioners of this state.

Railroad commissioners to fix value.

SEC. 4. The first board of directors shall adopt by-laws relating to the management of the affairs of the corporation, which by-laws may be amended by the stockholders.

By-laws.

SEC. 5. This act shall take effect from its passage.

G. S. 1875, 323, § 28. **Crossing high-ways or water-courses.** 27 Conn., 146. SEC. 3476. When it shall be necessary for the construction of a railroad to intersect or cross any water-course not navigable, or any public highway, the railroad company may construct said railroad across or upon the same if the railroad commissioners shall judge it necessary; but said company shall restore said water-course or highway thus intersected to its former state, or in a sufficient manner not to impair its usefulness; and in case any highway is so located that said railroad cannot be judiciously constructed across or upon the same without interfering therewith, said company may, with the consent of said commissioners, cause such highway to be changed or altered, so that said railroad may be made on the best site for that purpose; but said company shall put such highway in as good situation and repair as it was previous to such alteration under the direction of said commissioners, whose determination thereon shall be final.

G. S. 1875, 323, § 29. **Appeals from order authorizing the crossing of non-navigable streams.** SEC. 3477. When any railroad company shall be authorized by the railroad commissioners to cross any stream of water, or water-course, not navigable, or pond of water, an appeal shall be allowed to any interested person aggrieved by such permission, to any judge of the superior court, within twenty days after the owners of the land adjoining said stream, at the point of said crossing, shall have had actual notice of the manner in which said commissioners have permitted said stream to be crossed; which appeal shall be by a suitable petition, in writing, for a hearing in regard to the crossing, with a citation attached thereto, returnable within twelve days after its date, and served at least five days before the return day, upon such company. And said judge shall have, for the purpose of disposing of said appeal, all the powers of the superior court, and may proceed, by himself, or by committee, to a hearing in regard to the propriety of said manner of crossing; and may render a decree either establishing more and sufficient waterway at the place of crossing, or providing such method of crossing that the usefulness and safety of said stream may be preserved, and that the safety of the public may not be endangered; or may confirm said mode of crossing; and if said alteration is so decreed may award costs against said company; and if said mode of crossing is confirmed, may award costs against the appellants, and may issue execution in favor of either party for costs to be taxed as in civil actions in court. Said appeal shall be a *supersedeas* so far as said crossing is concerned, until judgment shall be rendered thereon by said judge.

Award of costs.

SEC. 3478. Every railroad company shall keep and maintain at each crossing at grade of any highway, at which there is no gate, warning boards of such a description as the railroad commissioners may approve.

G. S. 1875, 324, § 31.  
Warning boards at grade crossings.

SEC. 3479. When any highway or street shall be changed or altered by any railroad company with the consent of the railroad commissioners, and it shall be necessary to take any land for a highway to which such company has not obtained title, and over which neither said company nor the town in which such change shall be made has any right of way, and said company is unable to agree with the owner thereof in regard to the amount of damages to be paid therefor, the same proceedings shall be had for the purpose of procuring the required right of way as are provided by law in regard to taking land for railroad purposes.

G. S. 1875, 324, § 32.  
Right of way for highways for railroads, how obtained.

SEC. 3480. Every railroad company which may locate and construct a railroad across any turnpike, highway, or public street, shall construct it so as to cross over or under the same; and may, under the direction of the railroad commissioners, raise or lower the same at said crossing, or change the location thereof; and shall make and maintain such bridges, abutments, tunnels, arches, excavations, embankments, and approaches, as the railroad commissioners shall order, and the convenience and safety of the public travel upon said turnpike, highway, or street may require; but the railroad commissioners may, upon due notice to said company and to the selectmen of the town or mayor of the city in which said crossing is situated, direct such company or trustee to construct its railroad at such crossing upon a level with the turnpike, highway, or street; but no such direction shall be given in any case, except for special reasons which shall be recorded in the records of the railroad commissioners.

1883, ch. 107.  
Railroads to be constructed so as not to cross highways at grade, etc.  
39 Conn., 128.  
54 Conn., 574.

SEC. 3481. When a new highway or a new portion of a highway shall hereafter be constructed across a railroad, such highway or portion of highway shall pass over or under the railroad, as the railroad commissioners shall direct. The railroad company operating such railroad shall construct such crossing to the approval of the railroad commissioners, and may take land for the purposes of this section in the manner provided by law for the taking of lands by railroad companies. One-half the expense of such crossing shall be borne by the company constructing the same, and one-half thereof shall be paid to said company by the town, city, or borough which constructs such highway or portion of highway. If said highway shall cross over said railroad,

1883, ch. 107.  
New highway crossing railroad, how constructed.  
55 Conn., 19.

Expense, how defrayed.



the structure necessary therefor shall be maintained and kept in repair by the party bound to maintain said highway; but if it shall cross under said railroad, such structure shall be maintained and kept in repair by said company.

1887, ch. 63.  
Railroad Commissioners to direct as to structure of bridge over railroad.

SEC. 3482. When a highway, or portion of a highway, has been or shall be laid out or ordered to be laid out across a railroad, and the railroad commissioners shall direct such highway to be carried over the railroad, they shall determine the length, width, and material of the bridge over the railroad before the damages that may be occasioned to any person by the taking of land for such highway are finally assessed; and said commissioners may require such bridge to extend beyond the railroad crossed by it, but in cases pending June first, 1897, said commissioners may determine the length, width, and material of such bridge at any stage of the proceedings. And no structure shall hereafter be constructed or reconstructed over and across any railroad until the railroad commissioners shall have determined the length, width, material, and plan of such structure and its height above the road-bed of such railroad, and the necessity for such construction or reconstruction.

1897, ch. 70.

1889, ch. 220.  
Proceedings on petition for abolition of railroad grade crossings.

SEC. 1. The selectmen of any town, the mayor and common council of any city, the warden and burgesses of any borough within which a highway crosses or is crossed by a railroad, or the directors of any railroad company whose road crosses or is crossed by a highway, may bring their petition in writing to the railroad commissioners, therein alleging that public safety requires an alteration in such crossing, its approaches, the method of crossing, the location of the highway or crossing, the closing of a highway crossing and the substitution of another therefor, not at grade, or the removal of obstructions to the sight at such crossing, and praying that the same may be ordered; whereupon the railroad commissioners shall appoint a time and place for hearing the petition, and shall give such notice thereof as they judge reasonable to said petitioner, the railroad company, the municipalities in which such crossing is situated, and to the owners of the land adjoining such crossing and adjoining that part of the highway to be changed in grade; and after such notice and hearing, said commissioners shall determine what alterations, changes, or removals, if any, shall be made and by whom done; and if the aforesaid petition is brought by



the directors of any railroad company, or in behalf of any railroad company, they shall order the expense of such alterations or removals, including the damages to any person whose land is taken, and the special damages which the owner of any land adjoining the public highway shall sustain by reason of any change in the grade of such highway, in consequence of any change, alteration, or removal ordered under the authority of this act, to be paid by the railroad company owning or operating the railroad in whose behalf the petition is brought, and in case said petition is brought by the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, they may, if the highway affected by said determination was in existence when the railroad was constructed over it at grade, or if the layout of the highway was changed for the benefit of the railroad after the layout of the railroad, order an amount not exceeding one-quarter of the whole expense of such alteration, change, or removal, including the damages, as aforesaid, to be paid by the town, city, or borough in whose behalf the petition is brought, and the remainder of the expense shall be paid by the railroad company owning or operating the road which crosses such public highway; if, however, the highway affected by such order, last mentioned, has been constructed since the railroad which it crosses at grade, the railroad commissioners may order an amount not exceeding one-half of the whole expense of such alteration, change, or removal, including the damages, as aforesaid, to be paid by the town, city, or borough in whose behalf the application is brought, and the remainder of the expense shall be paid by the railroad company owning or operating the road which crosses such public highway. The directors of every railroad company which operates a railroad in this State shall remove or apply for the removal of at least one grade crossing each year for every sixty miles of road operated by it in this State, which crossings, so to be removed, shall be those which in the opinion of said directors are among the most dangerous ones upon the lines operated by it, and if the directors of any railroad company fail so to do, the railroad commissioners shall, if in their opinion the financial condition of the company will warrant, order such crossing or crossings removed as in their opinion the said directors should have applied for the removal of under the above provisions, and the railroad commissioners in so doing shall proceed in all respects as to method of procedure and as-



or under the tracks of such steam railroad at such crossing.

SEC. 3. Any electric, cable, or horse railroad company aggrieved by the decision of the railroad commissioners under the authority of this act, may appeal therefrom to the superior court in the same manner and with like effect as is provided in the case of appeals by railroad companies from any order of the railroad commissioners upon any proceedings relative to the location, abandonment, or changing of depots or stations.

SEC. 4. This act shall take effect from its passage.

\* SEC. 3. Railroad companies may take land for the purpose of this act in the manner provided by law for the taking of lands by railroad companies. 1889, ch. 230. Taking of land for the purpose.

SEC. 4. Whenever the railroad commissioners, upon an application brought under the provisions of section one of this act, shall find that any highway crosses or is crossed by the tracks of more than one railroad, and the tracks of such railroads are so near together that public convenience requires the work of separating the grades to be done under and in compliance with one order, they shall give notice to all the companies operating said railroads to appear before them and be heard upon the application, and after such notice and hearing said commissioners shall determine what alterations shall be made, if any, so as to separate the grades of all of said crossings at the same time, and they shall determine by whom such work shall be done, and they shall apportion the expense to be borne by the railroad companies between such companies in such manner as they, the said commissioners, shall deem proper. When tracks of more than one railroad cross a highway.

SEC. 5. Damages under the provisions of this act on account of any change of grade in highways shall be assessed in the same manner as in the case of land taken for railroad purposes; and the provisions of this act in relation to such damages for change of grade shall apply in the case of any order passed by the railroad commissioners or superior court since June 1, 1887, under the authority conferred by section 3489 of the general statutes. Damages, how assessed.

SEC. 6. The provisions of section 3491 of the general statutes in relation to appeals shall apply to any decision of the railroad commissioners under the authority of this act. Appeals.

SECTION 1. Section seven of Chapter CCXX of the public acts of 1889 is hereby amended to read as follows. 1893, ch. 244. Repairs, who bound to make.

lows: It shall be the duty of railroad companies to maintain and keep in repair all structures heretofore or hereafter erected over their tracks at any highway crossing, and the approaches to the crossings when the same are made with plank surface, and also to keep in repair the surface of the highway, including the planking or other surface material of the highway upon such structure, and it shall be the duty of the municipality where such bridge or bridges are located to notify any agent of the railroad company owning such bridge or bridges or structure of any defect in the same, and such notice shall be in writing.

Repeal.

SEC. 2. All acts or parts of acts inconsistent herewith are hereby repealed.

SEC. 3. This act shall take effect upon its passage.

1895, ch. 120.  
Street railway  
company to  
maintain plank  
on bridge over  
steam railway.

SECTION 1. Where any street railroad is constructed along and upon any highway bridge, over the tracks of any steam railroad, it shall be the duty of the company owning such street railroad to keep in repair so much of the planking of such bridge as is included within its track or tracks, and the planking upon the space between its tracks.

SEC. 2. All acts and parts of acts, public or private, inconsistent herewith are hereby repealed.

SEC. 3. This act shall take effect from its passage.

1889, ch. 220.  
Pending  
applications.

SEC. 8. The provisions of this act shall apply to any cause or application now pending before the railroad commissioners or superior court. All provisions of the general statutes which relate to sections 3483 and 3489 of the same shall be deemed to apply to the provisions of this act.

Repeal.

SEC. 9. Sections 3483 and 3489 of the general statutes are hereby repealed, but no rights, duties, or obligations belonging to or imposed upon any parties by any judgments heretofore rendered, shall be impaired or altered by such repeal.

1884, ch. 100.  
Alterations of  
highway  
crossed at  
grade.  
53 Conn., 367.

[The following section is repealed by Chapter 220, Sec. 9, Acts of 1889: SEC. 3483. The railroad commissioners may, when in their opinion public safety requires an alteration of any highway crossed at grade by a railroad, after a hearing had upon such notice as they shall deem reasonable to the railroad company owning or operating said railroad, and to the selectmen of the town, mayor of the city, or warden of the borough within which said highway is situated, and to the owners of the land adjoining said crossing, order such alterations in such highway as they shall deem best, and shall determine and direct by whom such alterations shall be made,



at whose expense, and within what time; provided, that in no case shall more than one-half the expense be paid by the town, city, or borough aforesaid; and provided, that such alterations as are made at the primary instance of the railroad commissioners shall not be ordered at the rate of more than one a year on any one railroad, except in the case of railroads having a double track throughout their entire length. Railroad companies may take land for the purposes of this section, in the manner provided by law for the taking of lands by railroad companies.]

The decision of the railroad commissioners rendered in any proceeding under section 3483 of the general statutes shall be communicated within twenty days after final hearing, to all parties to whom notice of the hearing had on said proceeding was given; and any person aggrieved by such decision, who was a party to said proceeding, may appeal therefrom in the same manner, and with like effect, as is provided in the case of appeals from any order of the railroad commissioners, upon any proceeding relative to the location, abandonment, or changing of depots or stations.

1869, ch. 217.  
Notice of decision of R. R. commissioners as to grade crossings, and appeals from such decision.

SECTION 1. The sums of money assessed by any orders of the railroad commissioners, or the superior court, upon appeal from such orders, against any town or city in this State, where the applications were brought by the directors of any railroad company since May 1, 1885, for the removal of grade crossings in the cases of highways which were in existence before the construction of the railroad, shall be reimbursed by the State to such towns or cities. Towns or cities entitled to reimbursement under the provisions of this act shall present their claims to the Comptroller, and proofs and proper certificates to his satisfaction from the board of railroad commissioners; and the Comptroller shall thereupon draw his order on the Treasurer in favor of such towns or cities, respectively, for the amounts to which he shall find the towns or cities to be entitled under the provisions of this act.

1893, ch. 252.  
Town or cities to be reimbursed for assessments for removal of grade crossings.

SEC. 2. This act shall take effect upon its passage.

SECTION 1. No order shall be issued by the selectmen of any town authorizing or requiring a change of grade in any public highway, or the location or the relocation of any railroad tracks in a public highway, as authorized by section three of Chapter CLXIX of the public acts of 1893, except upon a majority vote of all the selectmen after a public hearing, of which at least five days' notice shall have been given, with the nature

1895, ch. 125.  
Orders as to location and grade, how made.



of the proposed change and the location of the same fully set forth therein.

Order to be  
lodged in town  
clerk's office.

SEC. 2. No street railroad company shall lay its tracks in any public highway, or make any change in the location of its tracks already laid or in the grade thereof, until after the order of the selectmen authorizing the same shall have been lodged for record in the town clerk's office in a book of records kept in said office; and said street railroad company may at any time lodge for record with the town clerk any order of the selectmen in reference to the location or relocation of its tracks or the change of grade thereof.

Penalty for  
failure of select-  
men to file  
minutes.

SEC. 3. Whenever the selectmen of a town shall prescribe the location of railroad tracks in a public highway, or authorize a relocation of tracks already laid or a change of grade thereof, they shall within ten days thereafter have their action in regard thereto recorded by the town clerk in a book kept in his office, and if they neglect to furnish the town clerk with minutes of their action, each of the selectmen who voted in favor of the measure shall be fined not more than one hundred dollars.

Orders issued  
prior to passage  
of this act to be  
recorded.

SEC. 4. This act shall take effect upon its approval; and all orders of selectmen prescribing the layout of street railroads, issued prior to the approval of this act, shall be recorded in the town clerk's office within thirty days of the approval of this act; and the selectmen or the ex-selectmen who issued such orders and who shall fail or neglect to have them recorded within said thirty days shall be subject to the fine provided in section three.

1883, ch. 107.  
Taking of land  
for the purpose.

SEC. 3484. No lands shall be taken by any railroad company for the purpose mentioned in the preceding section, except such as are necessary, which necessity shall be certified by the railroad commissioners; but no such taking need be based upon any special finding that public necessity and convenience require such taking.

1884, ch. 100.  
Penalty for non-  
compliance.

SEC. 3485. Every railroad company which shall fail to comply with any provision of sections 3480, 3481, 3483, and 3484, shall forfeit to the town in which such crossing is situated, one hundred dollars for each and every month of such non-compliance. In each and every instance of such non-compliance the railroad commissioners shall give notice of all such forfeitures to said town, which shall collect the same.

1884, ch. 106.  
Change of high-  
way dangerous.

SEC. 3486. When a railroad has been laid out or located so near to a highway and in the same general

direction as, in the opinion of the selectmen of any town, warden of any borough, or mayor of any city, within which the said highway is situated, to endanger public travel, the said selectmen, warden, or mayor may bring their petition to the railroad commissioners, setting forth the same; and the said commissioners, after reasonable notice to the railroad company to appear and be heard in relation thereto, shall, if in their opinion public safety so requires, and a change of the location of such highway is practicable, forthwith order said railroad company to make said change, in such manner as the commissioners may determine; and such change, including the cost of fencing such re-located highway, shall be done at the expense of said railroad company.

SEC. 3487. In case any railroad has been heretofore constructed so near any highway in any town, city, or borough, as, in the opinion of the selectmen, mayor, or warden of such town, city, or borough respectively, to endanger public travel, said selectmen, mayor, or warden may bring their petition to the railroad commissioners, who shall inquire into the facts, and, if in their judgment public safety so requires, may order the location of said highway to be changed, and determine by whom the work shall be done, and the expense of such change, including the cost of fencing, shall be paid equally by said town, city, or borough, and said railroad company.

from proximity  
to railroad  
newly located.

1884, ch. 106.  
Such highways  
when the rail-  
road has been  
heretofore con-  
structed.

SECTION 1. The railroad commissioners shall have power to order the location of a highway to be changed, when they find such location endangers public travel, upon petition brought by any railroad company, and they shall have power to make orders for the relocation of any such highway, when the petition is brought by a railroad company, to the same extent as if such petition were brought under section 3487 of the general statutes by the municipal authorities of any city or town; *provided, however,* that whenever a petition is brought to them under the provisions of this act by a railroad company the entire expense of making the changes shall be paid by the railroad company which brings the petition.

1895, ch. 276.  
Railroad com-  
missioners may  
change location  
of highways.

SEC. 2. Whenever the railroad commissioners shall order a change in the location of any highway under the provisions of section 3487 of the general statutes, or under the provisions of this act, and the parties ordered by the railroad commissioners to do the work cannot obtain the necessary land by agreement with the

Land may be  
taken for such  
change.

parties interested therein, the railroad company, or the town, city, or borough ordered to do the work, may take the land necessary for carrying out the orders of the railroad commissioners in the same manner as lands are taken for railroad purposes under section 3464 of the general statutes.

1884, ch. 106.  
Repairs and  
maintenance of  
changed high-  
way.

SEC. 3488. When the railroad commissioners, in accepting the layout of any railroad company, have in such acceptance provided that portions of such railroad should not be constructed until certain highways should be re-located, changed, or altered by such railroad company, and the obligation of repairing or maintaining the whole or any part of such highways devolves by law upon any person or corporation other than the town, city, or borough within which such highway may be located, such provision of said commissioners shall be binding upon said railroad company, and it shall be the duty of said railroad company to maintain and repair said highway so re-located, altered, or changed, in the same manner and to the same extent that such other person or corporation was bound to repair and maintain the same before such re-location, change, or alteration. For the purposes of this and the two preceding sections, land may be acquired in the manner provided by law for the taking of land by railroad companies. Any such railroad company may use the material and abutments of any existing bridge, in the old highway, in the construction of a bridge in the substituted highway, and shall provide suitable temporary accommodations for public travel over the old highway until the new highway is completed, and shall be solely responsible for injuries resulting from its negligence in the matter of such temporary accommodations. The selectmen of any such town are hereby authorized to discontinue such parts of the old highway as in their judgment are not of common convenience and necessity.

1876, ch. 36.  
1877, ch. 8.  
Proceedings to  
secure safety of  
highway at  
railroad cross-  
ings.

[The following section is repealed by Chapter 220, Sec. 9, Acts of 1889: SEC. 3489. The selectmen of any town, the mayor and common council of any city, the warden and burgesses of any borough, within which a highway crosses or is crossed by a railroad, or the directors of any railroad company whose road crosses or is crossed by a highway, may bring their petition in writing to the railroad commissioners, therein alleging that public safety requires an alteration in such crossing, its approaches, the method of crossing, the location of the highway or railroad, or the removal of obstructions to the sight at such crossing, and praying that the same be ordered. Whereupon the railroad commissioners shall appoint a time and place for hearing the petition, and shall

give such notice thereof as they judge reasonable, to said petitioner, the railroad company, and to the owners of the land adjoining such crossing, and after such notice and hearing said commissioners shall determine what alterations or removals shall be made, by whom done, and at whose expense.]

SEC. 3490. In case the party by whom the changes are to be made cannot agree with the owner of the land or other property to be removed or taken under the said decision of the railroad commissioners, the damages shall be assessed in the same manner as is provided in case of land taken by railroad companies, the expense of such assessment to be paid in the same manner as the expense of the alterations.

1876, ch. 36.  
Assessment of  
damages.

SEC. 3491. The decision of the commissioners shall be communicated to the petitioners, to the railroad company, and to the owners of any property directed to be removed or taken, within twenty days after final hearing, and any person aggrieved by such decision may appeal therefrom in the same manner and with like effect as is provided in the case of appeals from any order of the railroad commissioners upon any proceedings relative to the location, abandonment, or changing of depots or stations.

1876, ch. 36.  
1877, ch. 8.  
Appeal.

SEC. 3492. The railroad commissioners are empowered and authorized to order any railroad company not to use for switching purposes, nor for standing trains of any kind, such portion of its tracks upon or across any public street or highway as in their opinion the public convenience requires should not be so used, and may limit the number of tracks, other than main tracks, which a railroad company may lay upon or across a public street or highway for side tracks or for switching purposes, and may order a railroad company to remove such of the side tracks or switching tracks now laid upon or across any public street or highway as said commissioners may deem public convenience or safety requires should be removed.

1884, ch. 100.  
Commissioners  
may forbid the  
use of certain  
tracks for  
switching pur-  
poses, etc.

SEC. 3493. Said commissioners, when requested in writing by the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, to forbid the use for switching purposes of the tracks of any railroad company where the same cross any public street or highway within said town, city, or borough, shall visit such crossing, first giving reasonable notice to the authorities making such request, and, if public convenience requires, shall order the company operating said railroad not to use the same or such part thereof as may be specified in said order for

1884, ch. 100.  
Upon petition,  
etc., commis-  
sioners may  
make orders  
regulating the  
use of tracks  
for switching.



switching purposes, and may make any order regulating such switching that they shall deem proper, and, upon like application and notice, shall make such orders in regard to the laying of railroad tracks for side tracks or for switching purposes upon or across such streets or highways, or for the removal of such tracks already laid, as they may judge proper. Said commissioners may change any such order when they deem it necessary, first visiting said town, city, or borough, and giving the authorities thereof an opportunity to be heard thereon.

1884, ch. 100.  
Penalty for non-compliance with order.

SEC. 3494. Any railroad company neglecting or refusing to obey any order of the railroad commissioners provided for in the two preceding sections, shall forfeit to the town in which such crossing is situated, one hundred dollars for each and every month of such non-compliance.

1884, ch. 100.  
Appeals from such order.

SEC. 3495. When said commissioners, on application as prescribed in section 3493, shall make an order as provided therein, or refuse to make the same, their decision shall be communicated to the parties in interest within twenty days from the final hearing on the same, and either party aggrieved by such decision may appeal therefrom to the superior court in the manner and with the like effect as provided for appeals in section 3518, and the superior court may, at any time, upon application of either party, with due notice to adverse parties, amend or change any order passed as aforesaid.

1884, ch. 53.  
General penalty in absence of special penalty.

SEC. 3496. When any railroad company shall fail to comply with any order of the railroad commissioners regarding any highway crossing, or any order of said commissioners made in pursuance of the laws of this State, for which failure no other penalty is provided, said railroad company shall forfeit to the town within which is situated that portion of the railroad in reference to which the order is made, the sum of one hundred dollars for every such failure, to be recovered in an action to be brought within sixty days after the right of action shall accrue.

1884, ch. 53.  
Forfeitures how recovered.

SEC. 3497. All forfeitures, not otherwise provided for, accruing to the State from any railroad company by reason of any neglect or refusal to comply with the orders of the railroad commissioners, shall be recovered by the Treasurer of the State in an action upon the respective statutes providing for such forfeitures.

1883, ch. 106.  
Commissioners may regulate the speed of cars at crossings,

SEC. 3498. The railroad commissioners are empowered to make orders for the regulation of the speed at which railroad locomotives and cars shall cross streets



and highways; and orders regulating the obstruction of streets and highways by railroad locomotives and cars; and generally to make any and all orders regarding the crossing of streets and highways by railroad locomotives and cars, that the public may be inconvenienced as little as possible thereby. Every railroad company which shall violate any such order shall forfeit to the State fifty dollars for each day of such violation.

etc.; general authority regarding crossings.

Penalty.

SEC. 3499. When any railroad is crossed by a highway on a level therewith, the company operating said railroad shall, at its own expense, so guard or protect its rails by plank, timber, or otherwise as to secure a safe and easy passage across its road. And if the selectmen of any town, the mayor of any city, or the warden of any borough shall represent in writing to the railroad commissioners that any company has failed to comply with the requirements of this section in regard to any highway within their town, city, or borough respectively, said commissioners shall examine said crossing and make such order as they may deem necessary to carry out the provisions of this section.

1884, ch. 35. Guarding rails at grade crossings.

SEC. 3500. All covered bridges constructed on the line of any railroad shall not be less than eighteen feet in height from the top surface of the rail laid in the track on the bridge to the underside of the crossbeams overhead.

G. S. 1875, 324, § 33. Covered bridges, height of.

### Chapter CCXV.

#### RAILROAD BRIDGES AND BRIDGE GUARDS.

##### SECTION.

3501. Railroad companies to erect bridge guards.

3502. Penalty for neglect.

3503. Footways upon railroad bridges.

3504. Cattle-guards.

3505. Fences.

3506. Commissioners may make orders relative to fences.

3507. Penalty for neglect.

##### SECTION.

3508. When duty of adjoining owner is neglected.

3509. When fence is to be maintained jointly.

3510. Roads operated by trustees.

3511. State's Attorney to complain, if company neglect to repair highway.

3512. Taking land to make changes recommended.

SEC. 3501. Every railroad company shall, if required by the railroad commissioners, erect and thereafter maintain suitable bridge guards at every bridge over its railroad less than eighteen feet in height above the tracks; such bridge guards to be approved by the railroad commissioners, and to be erected and adjusted to their satisfaction.

1878, ch. 101. Railroad companies to erect bridge guards.

SEC. 3502. Every railroad company refusing or neglecting to comply with the provisions of the preceding section shall, for each month of continuance in such refusal or neglect, forfeit and pay to any person who shall sue therefor the sum of fifty dollars.

1878, ch. 101. Penalty for neglect.

G. S. 1875, 324,  
 § 34.  
 Footways upon  
 railroad  
 bridges.

SEC. 3503. When, in the opinion of the selectmen of any town, or of the common council of any city, a footway upon the line of any railroad bridge or causeway within the limits of such town or city would be of public convenience, and the railroad company owning such bridge or causeway shall not consent thereto, such selectmen or common council may call out the railroad commissioners, who, after due notice to such company, shall inquire into the facts, at the expense of such town or city. And if said commissioners shall find that a footway along such bridge or causeway would be of public convenience, they shall authorize such town or city to construct or maintain the same at their own expense, and to attach the same for support to such bridge or causeway; *provided*, such footway be constructed entirely outside of the bridge or causeway to which it is attached, and so constructed, used, and maintained as not to interfere with the necessary and proper use of such bridge or causeway of such company.

#### FENCES.

G. S. 1875, 326,  
 § 45.  
 Cattle-guards,  
 27 Conn., 479.

SEC. 3504. Every railroad company shall construct suitable cattle-guards and fences therefrom at all crossings of passways or highways, to prevent cattle from passing upon its railroad, except when the railroad commissioners deem it unnecessary.

1881, ch. 66.  
 Fencing of rail-  
 roads.

SEC. 3505. Every railroad company shall erect and maintain fences on the sides of the railroads operated by it at such place or places as the railroad commissioners shall direct; and every railroad company operating any railroad constructed under any act of incorporation passed since the first Wednesday of May, 1850, or hereafter constructed, shall cause sufficient fences to be erected and maintained on the sides of such railroads, except at such place or places as the railroad commissioners shall adjudge them unnecessary; such fences to be erected by all companies hereafter organized, within twelve months after they enter upon and take possession of the lands through which their railroads pass.

1893, ch. 210.  
 Commissioners  
 may make or-  
 ders relative to  
 fences.

Section 3506 of the general statutes is hereby amended to read as follows: Said commissioners shall make special investigation as to the necessity on condition of the fences on the line of any railroad, when so requested in writing, and when deemed necessary shall issue their order directing the company operating said railroad to erect or repair said fences. Said order shall specify the place or places, the manner in which and the

time within which the fence is to be erected or repaired, which order shall be served upon said company by some indifferent person by leaving with its secretary, or at his usual place of abode, a true and attested copy thereof within six days from its date, or by depositing within said time such copy, postage paid, in the post-office for transmission by registered letter, addressed to such secretary, at his office.

SEC. 3507. If any railroad company shall neglect to comply with any such order it shall forfeit to the State one hundred dollars per month for each and every month of such neglect. The railroad commissioners shall give notice of all such forfeitures to the State Treasurer, who shall collect the same. And any person who, without neglect on his part, shall suffer damage by reason of the neglect of any railroad company to erect or maintain fences as required by law, may recover such damage from such company.

SEC. 3508. When it shall be the duty of the owner of land adjoining any railroad to erect or maintain a fence between said land and said railroad, and such owner shall have unduly neglected to erect or maintain the same, and it shall have been erected or maintained by the railroad company in conformity to the order of the railroad commissioners, said company may collect the cost of erecting and maintaining such fence from such owner. Such cost shall be a lien in favor of such company on said land, and it shall take precedence of every other lien or incumbrance on said land, and may be foreclosed in the same manner as a mortgage lien, but shall not continue in force unless said company shall, within sixty days after the completion of said fence, lodge a certificate with the town clerk of the town in which said land is situated, describing said land and specifying the amount claimed as a lien thereon, and the dates of the commencement and completion of said fence, which certificate shall be recorded by said town clerk on the land records of said town.

SEC. 3509. When by contract neither the owner of such land nor the railroad company can oblige the other to erect or maintain the fence, or such owner or his grantor has agreed not to require the railroad company to erect or maintain such fence, and the same shall have been so erected or maintained by any company by order of the railroad commissioners as aforesaid, said railroad company may collect one-half of the cost of erecting and maintaining the same from such owner, and the same

1881, ch. 66.  
Penalty for neglect.

1881, ch. 66.  
When the duty of owner of adjoining land to maintain fence is neglected.

1881, ch. 66.  
When fence is to be maintained jointly.

shall be a lien on the lands of such owner as provided in the preceding section.

1886, ch. 77.  
Use of barbed  
wire regulated.

SEC. 2274. No barbed wire shall be used within five feet of the ground along any sidewalk or public highway, without the written consent of a majority of the selectmen of the town, the members of the common council of the city, or the warden and burgesses of the borough in which such sidewalk or highway is situated.

1889, chap. 126.  
Barbed wire not  
to be used on  
fences between  
adjoining prop-  
rietors.

SECTION 1. No person or corporation shall make use of any barbed wire in the construction of fences, or have any barbed wire upon existing fences between their own premises and those of any adjoining proprietor, within twenty-five rods of any house or barn belonging to such proprietor, without first obtaining his written consent thereto.

Penalty.

SEC. 2. Any person or corporation who shall violate the provisions of this act shall be fined not more than one hundred dollars.

1889, ch. 143.  
Barbed wire  
fence not to be  
used on grounds  
of school or  
other public  
building.  
Penalty.

SECTION 1. No barbed wire shall be used in the construction of fences, or retained upon existing fences, connected with or enclosing the grounds of any public school or other public building in this State.

SEC. 2. Any person who shall violate the provisions of this act shall be fined not more than one hundred dollars.

1881, ch. 66.  
Roads operated  
by trustees.

Sec. 3510. When any railroad shall be operated by a trustee or trustees, the duties and liabilities imposed and the right conferred by the five preceding sections upon companies operating railroads are hereby imposed and conferred upon such trustee or trustees. All orders of the commissioners upon such trustees shall be served by leaving a true and attested copy of such order with or at the usual place of abode of one of such trustees, by some indifferent person, within six days of the date thereof.

G. S. 1875, 326,  
§ 46.  
State's Attor-  
ney to complain  
if company neg-  
lects to repair  
highway.

SEC. 3511. When any railroad company shall neglect to construct any highway or bridge which it is its duty to construct, or to keep in repair any bridge, embankment, filling, or abutment, which it is its duty to maintain, the State's Attorney in any county wherein such neglect exists, or in which the whole or any part of said highway or bridge is situated, shall make complaint thereof to the superior court for such county, which shall proceed in the same manner against



said railroad company as is required against towns neglecting to construct any road laid out by the superior court, or to keep in repair any public road within their limits, which it is their duty to construct or keep in repair.

Sec. 3512. When the railroad commissioners shall recommend to any railroad company that any changes or alterations ought to be made in the roadway or bridges of such railroad company, in order to make the same safer and more permanent, and, to carry out such recommendation it shall be necessary for such company to acquire any property or estate, or any interest in or to the same, such company may condemn and take such property, estate, or interest, in the same manner as provided for taking, appraising, and paying for land, in section 3464.

1887, ch. 30.  
Taking of property by railroad companies in certain cases.

## Chapter CCXVI.

### DEPOTS.

SECTION.	SECTION.
3513. When railroad trains to stop near villages.	3517. Abandoned stations how re-established.
3514. Stations, how established on petition to judge of superior court.	3518. Appeals from railroad commissioners.
3515. Security for compensation of engineer.	3519. Application to superior court to compel stoppage of trains at depots.
3516. Stations not to be abandoned, without approval of commissioners.	3520. Hearing before committee.
	3521. Report of committee.
	3522. Order of court, how enforced; costs.

Sec. 3513. When the business center of any village containing two hundred inhabitants is more than one and a half mile from the nearest station on a railroad, and not more than one-third of a mile from said road, the railroad commissioners, upon the petition of twenty of said inhabitants, after due inquiry, may make such orders in regard to the stoppage of any of the trains upon said railroad, at or near said village, for the purpose of receiving and discharging passengers and freight, as they shall deem just and reasonable; and no railroad company whose trains may be thus required to stop shall charge more than five cents for each mile and fraction of a mile, for transporting passengers between such stopping-place and the next station.

G. S. 1875, 326, § 47.  
When railroad trains shall stop near villages.

Sec. 3514. When twenty electors shall present their petition to a judge of the superior court alleging that the managers of any unfinished railroad ought to establish a station at or near a place named, and that they have reason to fear that said managers do not intend so to do, he shall, after due notice to said managers, appoint a practical engineer skilled in the construction

G. S. 1875, 327, § 48.  
Stations, how established.



Petitions to be dismissed if found untrue; engineer and commissioners to make separate reports if they disagree.

G. S. 1875, 327, § 49.  
Security for compensation of engineer.

G. S. 1875, 327, § 50.  
Stations not to be discontinued without approval of commissioners.

1889, ch. 90.  
Abandonment of railroad station, the line changed.

Notice of hearing.

of railroads, who, after being duly sworn, shall, with the railroad commissioners, hear said petition, after due notice to all parties in interest; and if on such hearing said commissioners concur with said engineer in finding such petition true, they shall in writing designate the place within the limits embraced in said petition, where said company shall establish and maintain a suitable station; and said company shall establish and maintain said station at such place; if the commissioners shall concur with said engineer in finding said petition untrue, they shall dismiss the same; and if said engineer shall not concur with said commissioners, he and they shall each make a written report of the facts found by them, respectively, and of their respective opinions thereon, to said judge, who shall thereupon make such order as, upon an examination of said reports, he may deem reasonable; and any order so made by him against said company shall be binding upon it.

SEC. 3515. Said judge may at any time require said petitioners, on penalty of dismissal of their petition, to give such security as he shall order for the payment of such fees and expenses of said engineer as shall be taxed by him after due hearing of the parties thereon, which shall be paid by the petitioners; but if said judge shall so order, the whole or a part thereof shall be refunded by said company to the petitioners.

SEC. 3516. No railroad company shall abandon any station on its roads, in this State, after the same has been established for twelve months, except with the approval of the railroad commissioners, given after a public hearing held at such station, notice of which shall be posted conspicuously in said station for one month previous to the hearing.

SECTION 1. Whenever the directors of any railroad company shall change the location of the track of any railroad owned or leased by such company, for the purpose of improving the line of the railroad, and shall desire to abandon the former line, and there shall be any railroad station upon the line which it is proposed to abandon, such directors may apply in writing to the railroad commissioners for authority to abandon the use of such station after a new station has been provided at some convenient point upon the new line of such railroad.

SEC. 2. Whenever an application is made to the railroad commissioners under the provisions of the

foregoing section, they shall fix a time and place for a hearing in relation to the same, and they shall give notice of the same by causing to be posted at least thirty days before the time of such hearing, in the railroad station which it is proposed to abandon, a copy of such application and order of notice.

SEC. 3. The railroad commissioners shall have power, <sup>Fixing of new location.</sup> upon any application brought and heard under the preceding sections, to fix the location of a new station upon the new line of railroad, and when such new station has been constructed and opened for the use of the public, the railroad company in whose behalf the application is brought may abandon the old station.

SEC. 3517. Any station on any railroad in this State, <sup>G. S. 1875, 327, § 51.</sup> which was abandoned between the first day of January <sup>Abandoned stations, how re-established.</sup> and the fourth day of July, 1866, shall, upon the petition to the railroad commissioners of thirty freeholders residing in the town where such station was located, be restored, upon the approval of said commissioners given after a public hearing held at the station nearest to said abandoned station, and after notice of said hearing shall have been conspicuously posted at the place of hearing for one month previously to the hearing. <sup>37 Conn., 153.</sup>

SECTION 1. Whenever any railroad station, freight <sup>1893, ch. 165.</sup> or passenger, on any railroad in this State, shall be destroyed or materially damaged from any cause, and thereby rendered unsuitable for use, it shall be the duty of the railroad company owning the same to rebuild or repair said station within a reasonable time. <sup>Stations destroyed, how rebuilt.</sup>

SEC. 2. If said railroad company shall neglect to <sup>When company neglects.</sup> rebuild or repair any station destroyed or damaged within a reasonable time, the railroad commissioners shall make such order regarding the rebuilding or repairing of the same as they shall deem just and proper, and said order may be enforced by mandamus brought in the name of the State.

SEC. 3. This act shall take effect upon its passage.

SEC. 3518. Any person aggrieved by any order of <sup>G. S. 1875, 327, § 52.</sup> the railroad commissioners, upon any proceeding relative to the location, abandonment, or changing of <sup>Appeals from railroad commissioners.</sup> depots or stations to which he was or ought to have been made a party, may appeal from the same to the superior court of the county in which the cause of appeal shall arise, within thirty days after the publication of such order, by a petition in writing with a proper citation <sup>1889, chap. 213.</sup>

signed by competent authority to all parties to said proceedings having an interest adverse to him, to be served upon them at least twelve days before the return day; and said court may hear said appeal and re-examine the question of the propriety and expediency of the order appealed from, either by itself or a committee, and shall proceed thereon in the same manner as upon complaints for equitable relief; and in case said order is not affirmed, may make any other order in the premises that it may deem proper and which might have been made by the railroad commissioners therein, and may award costs at its discretion. Such appeal shall be a *supersedeas* of the order appealed from until the final action of the court thereon, and said final order may be enforced by said court by attachment, mandamus, or otherwise, as it shall deem proper.

G. S. 1875, 328,  
§ 53.  
Application to  
superior court  
to compel com-  
panies to stop  
passenger  
trains at depots.

SEC. 3519. When any railroad company in this State shall refuse to stop any of its passenger trains at any station, ten freeholders of the town in which such station is situated may make their application in writing to the superior court, and if said court is not in session, to any judge thereof, praying that said company may be ordered to stop the train or trains mentioned in said application at said station, to which application a citation shall be annexed, and the same shall be served upon such company at least six days before the return day named therein.

G. S. 1875, 328,  
§ 54.  
Hearing before  
committee.

SEC. 3520. Said court, or judge, as the case may be, shall appoint a committee of three disinterested persons, who, being first duly sworn, shall hear and decide upon said application at such time and place and with such notice to those interested as said court or judge shall order; and if said committee shall be of opinion that said application ought to be granted, they may order said company to stop its train or trains in the manner prescribed in said order, and make such other order as they shall deem just and reasonable, and shall make return of their doings to the next session of said court.

G. S. 1875, 328,  
§ 55.  
Report of com-  
mittee.

SEC. 3521. Upon such return, either party may object to the acceptance of the same for irregularity or improper conduct, and the court for such cause may set it aside and order a rehearing; but if the court accept the same it shall be conclusive, and said company shall obey said order.

G. S. 1875, 328,  
§ 56.  
Order, how en-  
forced; costs.

SEC. 3522. Said order may be enforced by *mandamus*, and the costs of said proceeding may be taxed by said committee against either or both of said parties.

## Chapter CCXVII.

## OBLIGATIONS OF AND TO COMPANIES.

## SECTION.

3523. Railroad trains on Sunday restricted.  
 3524. Freight not to be handled on Sunday between certain hours.

3525. Penalty.

3526. Rates of fare on Sunday trains; penalty.

3527. Construction of preceding sections.

3528. Companies to use standard time.

3529. To afford each other mutual facilities.

3530. How compelled to make proper connections.

3531. To maintain safe approaches to stations.

3532. Trunk roads to afford equal facilities to intersecting roads.

3533. How to compel them to do this.

3534. Order by commissioners as to railroad connections.

3535. All connecting roads to have equal facilities.

3536. Penalty.

3537. Freight cars to be provided with safety couplers.

3538. Such couplers to be approved by commissioners.

3539. Penalty.

3540. Connecting aprons; hand-cars not to be left near crossings; drinking-water for passengers; baggage checks; names of depots to be posted up; designation of destination of trains.

3541. Fraudulent evasion of payment of fare.

3542. Change in commutation fares.

3543. Transportation of milk.

3544. Penalty for refusing to transport milk.

3545. Freight charges for shorter distance not to exceed charges for longer distance.

3546. Penalty.

3547. Penalty for refusing to transport material for repair of another road.

## SECTION.

3548. Penalty for refusing to give receipt.

3549. Certain employes to wear badges.

3550. Trespassers on cars or track, and on platform at station.

3551. Complaint by railroad agents.

3552. Punishment.

3553. Engines, bells, and whistles.

3554. To be sounded at crossings.

3555. May be sounded by assistant engineer or fireman.

3556. Commissioners may require sounding of whistle at crossings.

3557. Engineers to have copies of this law, and be sworn to obey it.

3558. Blowing of whistle dispensed with, when.

3559. Duty of companies in that case.

3560. Stopping trains at bridges and crossings.

3561. Penalty.

3562. Duty of commissioners on complaint of interference with navigation by use of drawbridges.

3563. Stopping trains at depot near drawbridges.

3564. Switches at railroad junctions.

3565. Special order by commissioners as to passing crossings without stopping.

3566. Number of brakemen required on a train.

3567. Companies to give notice to commissioners of accidents, etc.

3568. Trains to be provided with hospital stretcher.

3569. Commissioners may make orders relative to heating and lighting cars, and report neglect to General Assembly.

SEC. 3523. No railroad company shall run any train on any road operated by it within this State, between sunrise and sunset on Sunday, except from necessity or mercy; *provided*, that before ten o'clock and thirty minutes in the forenoon and after three o'clock in the afternoon it may run trains carrying the United States mail, and such other trains or classes of trains as may be authorized by the railroad commissioners of this State, on application made to them on the ground that the same are required by the public necessity, or for the preservation of freight.

SEC. 3524. No railroad company shall permit the handling, the loading, or the unloading of freight on any road operated by it, or at any of its depots or stations within this State, between sunrise and sunset on Sunday, except from necessity or mercy; *provided, however*, that the railroad commissioners of this State may suspend the operation of this section, so as to permit the handling, the loading, or the unloading of freight

1887, ch. 11.  
 Railroad trains  
 on Sunday  
 restricted.

1887, ch. 11.  
 Freight not to  
 be handled on  
 Sunday  
 between certain  
 hours.  
 1889, ch. 23.



by transfer of said freight between steamboats and cars, until eight o'clock in the forenoon, at any depot or station where, upon application made to them, they shall find that the same is required by the public necessity or for the preservation of freight.

1887, ch. 11.  
Penalty.

SEC. 3525. Every railroad company which shall violate any of the provisions of the two preceding sections shall forfeit to the State the sum of two hundred and fifty dollars for any such violation.

1895, ch. 123.  
Passenger fares  
on railroads on  
Sundays.

SECTION 1. No railroad company shall transport passengers on Sunday upon any train, deemed necessary according to the intent of section 3523 [of the general statutes], for less than the regular fare collected on week days, including commutation, season, and mileage tickets, and no railroad company shall issue or accept for any travel on said day excursion or other special bargain tickets, under penalty of a forfeiture to the state of fifty dollars for each and every violation of this provision.

SEC. 2. Section 3526 of the general statutes is hereby repealed.

SEC. 3. This act shall take effect from its passage.

1887, ch. 11.  
Construction of  
preceding  
sections.

SEC. 3527. The provisions of the four preceding sections shall not affect statutes which prohibit secular work or recreation on Sunday, except so far as they may be found in their operation to be inconsistent with them.

1883, ch. 54.  
Railroad com-  
panies to use  
standard time.  
Penalty.

SEC. 3528. Every railroad company in their public advertisements and time tables shall make use of the standard time of this State for all stations within the State, and every railroad company which violates this section shall forfeit to the State twenty-five dollars.

G. S. 1875, 328,  
§ 57.  
Companies to  
afford each  
other mutual  
facilities.

SEC. 3529. Every railroad company shall run its trains each way for passengers at such times and in such manner as to afford reasonable facilities for receiving passengers from, and delivering them to the other railroads in this State, connected therewith ; and when the business connections of the railroad of any company with the railroad of any other company are not convenient and reasonable for the accommodation of passengers over said road, said company shall make such connections as the public travel and business may require.

G. S. 1875, 328,  
§ 58.  
How compelled  
to make proper  
connections.

SEC. 3530. Any person who shall be aggrieved by the neglect of any railroad company to make such connections, may prefer a petition against such company to



any judge of the superior court, who is not a resident of the county in which the grievance complained of exists, averring such neglect, which petition shall be served upon the respondents at least twelve days before it is made returnable; and said judge shall, by himself or by a committee, inquire into the allegations of the petition, after such notice of the hearing as he shall order, and, if the allegations in the petition are found to be true, shall order such company to make such connections, on penalty of forfeiting to the petitioner not less than fifty dollars for each day that it shall fail to comply with said order; and in such case the judge may tax costs at his discretion, and issue execution therefor.

SECTION 1. Any person claiming to be aggrieved by the neglect of any railroad company or companies to make connections, as provided in section 3529 of the general statutes, may, upon the written approval of the selectmen of any town through which such railroad passes, bring his petition in writing to the railroad commissioners, averring such neglect, whereupon said commissioners shall appoint a time and place for hearing the same and give reasonable notice thereof to said petitioner and to the railroad company or companies, and after such hearing said commissioners shall make such order relating to such connection as they shall find to be practicable and reasonable.

1889, ch. 131.  
Complaints  
against railroad  
for neglect to  
make  
connections.

SEC. 2. The railroad commissioners shall communicate their decision to the petitioner and to the railroad company or companies within twenty days after the final hearing, and any railroad company failing to comply with such order within ten days after receiving notice of said decision shall forfeit fifty dollars, half to the petitioner and half to the State, for each day that it shall fail to comply with said order after the expiration of ten days from the time of receiving said notice.

Company  
failing to  
comply with  
order of rail-  
road commis-  
sioners.

SEC. 3. All acts and parts of acts inconsistent herewith are hereby repealed.

Repeal.

SEC. 3531. Every railroad company shall maintain a safe approach for carriages to all its passenger stations from a contiguous or neighboring highway, and shall not permit such approach to be obstructed in any manner for a reasonable time before and after the arrival of every passenger train stopping at such station. The railroad commissioners are empowered to make such orders as they deem necessary and reasonable in each

1883, ch. 84.  
Providing safe  
approaches to  
railroad  
stations.

## Penalty.

case to which their attention is called. Every railroad company violating such an order of the railroad commissioners shall forfeit to the State one hundred dollars for every day that such order is violated.

G. S. 1875, 329,  
§ 59.  
Trunk roads to  
afford equal  
facilities to in-  
tersecting  
roads.

SEC. 3532. When the railroad of any company, being a trunk road, shall, at or near the same place, connect with or be intersected by two or more other railroads, which are competing lines for the business to or from such trunk railroads, equal facilities, including price and rates, shall be afforded by the company operating said trunk road to each of said competing roads in the interchange of cars and transportation of freight, as well as in ticketing passengers and checking baggage.

G. S. 1875, 329,  
§ 60.  
How to compel  
companies to  
furnish such  
facilities.

SEC. 3533. If any such competing railroad company shall at any time deem itself aggrieved in reference to such facilities, its managers may complain to the railroad commissioners, who, after due notice and hearing, shall prescribe such regulations as will, in their judgment, secure reasonable facilities for the accommodation of the business of each of said connecting railroads, and fix the terms on which such facilities shall be afforded by or to each of said railroad companies; and the superior court may compel the performance thereof, by attachment, *mandamus*, or otherwise, and the expenses of the proceedings shall be paid by said parties, as shall be determined on by said court.

G. S. 1875, 329,  
§ 61.  
Order by rail-  
road commis-  
sioners as to  
connections to  
be made.

SEC. 3534. When it shall appear to the railroad commissioners, by the written complaint of the president, or a majority of the directors, of any railroad company in this State, or a majority of the selectmen of any town through which any railroad passes, that the business connections of any other railroad connected with such railroad are not convenient and reasonable for the accommodation of the inhabitants on the line of such road, said commissioners shall forthwith cause a notice to be given to all parties interested, specifying the time and place of hearing such complaint, and on such hearing, if good and sufficient cause exist, shall make such regulations in relation thereto as they shall deem proper; and any railroad company neglecting to comply with such regulations shall forfeit to the State twenty-five dollars for each day of such neglect.

G. S. 1875, 329,  
§ 62.  
All connecting  
roads to have  
equal facilities.

SEC. 3535. Every railroad company owning or operating any railroad, located wholly or in part within this State, which connects with any other railroad in this State, shall receive, and with reasonable dispatch draw over the same, the passengers, merchandise, and cars of the company owning or operating such connect-

ing railroad, and shall not in any manner discriminate as to time and price for such hauling against said connecting railroad in favor of other shippers at said point of connection; and if any such company shall fail so to do, complaint may be made thereof by such connecting railroad to the railroad commissioners, who, after reasonable notice to such company complained of, shall, if upon a hearing they find the complaint true, order such company to receive and forward as herein provided for, such passengers, merchandise, and cars as may be delivered to it by said connecting railroad.

SEC. 3536. Every railroad company refusing to conform to any order made, as specified in the preceding section, shall be fined twenty-five dollars. G. S. 1875, 330, § 63. Penalty.

SEC. 3537. Every railroad company operating any railroad located partially or wholly in this State shall cause every freight car that shall be built or purchased for use on such railroad, to be provided with couplers so arranged as to render the presence of any person between the ends of the cars unnecessary for the purpose of coupling the same. 1882, ch. 55. Freight cars to be provided with safety couplers.

SEC. 3538. No couplers shall be placed on any freight cars built or purchased as specified in the preceding section, nor shall any new couplers be substituted for any in use, until the same shall have been approved by the railroad commissioners, and such couplers shall be hung at such height above the face of the railroad track as shall be designated by such commissioners. 1882, ch. 55. Such couplers to be approved by railroad commissioners.

SEC. 3539. Every railroad company which shall permit a violation of the two preceding sections shall forfeit to the State for every such violation the sum of fifty dollars. 1882, ch. 55. Penalty.

SEC. 3540. Every railroad company shall provide its passenger, baggage, mail, and express cars with suitable platforms to secure the safety of persons passing from car to car, or connecting aprons or bridges, to the approbation of said commissioners, except that freight or baggage cars need not be thus connected with the platform of a passenger car attached to a freight train; shall not allow any hand-car, or other car not moved by steam belonging to it, and used upon its railroad, when removed from the railroad track (except when placed in a building prepared for it), to remain within fifty feet of any road or highway crossing said track; shall carry in each passenger car, in a tank or other suitable appurtenance, a sufficient quantity of good drinking water for the free use of the passengers, with a clean tumbler or cup for using it; or instead thereof shall carry through G. S. 1875, 330, § 64. Connecting aprons. Hand-cars. 1889. Drinking water.

Checks for baggage.	each passenger car, once an hour, a suitable quantity of good drinking water for the free use of the passengers, with suitable appurtenances for carrying it, and a clean glass tumbler for using it; shall give each passenger, who shall be separated from his baggage by said company, a receipt or check for it at the time of receiving it; and shall conspicuously post on each passenger depot building the name of the station, and on each passenger car which leaves the <i>termini</i> of their own or any other road, a legible card or cards, not less than three feet in length, with large letters, distinguishing way from express trains, and designating the direction in which the trains are next to move, unless such cards shall be dispensed with by the commissioners.
Name of station.	
Designation of way and express trains.	
1897, ch. 37. Railroad companies may regulate the carrying of baggage in passenger cars.	All railroad companies, whether operating street railways or steam railroads, shall have the power to regulate, by reasonable by-laws, the kinds and sizes of packages or baggage which may be brought into cars in which passengers are seated, and the use of, and right to use, passenger seats and the passageways between the seats on cars.

1893, ch. 106.  
Late trains,  
when bulle-  
tined.

SECTION 1. The railroad commissioners shall, whenever requested by twenty legal voters residing within two miles of any railroad station on any railroad in this State, or by the mayor of the city, the first selectman of the town, or the warden of the borough in which said station is located, issue an order commanding the railroad company owning such station to bulletin the arrival and departure of all trains over ten minutes late, together with a statement of the cause of the delay of said trains.

Orders not to be  
rescinded, ex-  
cept.

SEC. 2. No such order shall be rescinded except after hearing by said railroad commissioners held at or near such station, of which hearing reasonable notice by mail shall be given to at least five signers of such request.

Penalty.

SEC. 3. Any railroad company failing to comply with any such order shall be subject to the penalties prescribed in section 3424 of the general statutes.

G. S. 1875, 330,  
§ 65.  
Penalty for  
fraudulently  
evading pay-  
ment of fare.

SEC. 3541. No person shall fraudulently evade or attempt to evade, the payment of any fare lawfully established by a railroad company, and whoever does not, upon demand, first pay such fare, shall not be entitled to be transported over any railroad; but conductors or employees of railroad companies shall not put a passenger off from trains between stations.



SECTION 1. Every person who shall steal any ticket, coupon, check, or other paper or writing, lawfully issued by any common carrier, entitling or purporting to entitle the holder or proprietor thereof to a passage upon any railroad or in any vessel or other public conveyance; or who shall falsely make, alter, forge, or counterfeit any such coupon, check, or other paper or writing; or who shall embezzle any such ticket, coupon, check, or other paper or writing, shall be fined not more than five hundred dollars, or imprisoned in a jail not more than one year, or both.

1895, ch. 113.  
Penalty for  
theft or embez-  
zlement of pas-  
sage tickets.

SEC. 2. This act shall take effect from its passage.

SEC. 3542. No railroad company which has had a system of commutation fares in force more than four years shall alter or abolish it, except for the regulation of the price charged for such commutation; and such price shall, in no case, be raised to an extent that shall alter the ratio as it existed on the first day of July, 1865, between such commutation and the rates then charged for way fares, on the railroad of such company. Nothing herein contained shall, however, prevent any railroad company from issuing commutation tickets of a different system whenever the person to whom the same is issued is willing to accept the same.

G. S. 1875, 330,  
§ 66.  
Change in  
commutation  
fares.

1897, ch. 160.

Section 3542 of the general statutes or any amendments thereto shall not apply to any contracts between the state of Connecticut and any railroad company for the transportation of members of the general assembly.

1897, ch. 181.  
Law forbidding  
change in com-  
mutation fares  
not to apply to  
contract with  
the state.  
G. S. 1875, 330,  
§ 67.  
Transportation  
of milk.

SEC. 3543. Every railroad company shall transport milk for every person by the same trains and upon the same conditions as it transports milk for any other person.

SEC. 3544. Every railroad company which shall willfully refuse to transport milk for any person according to law, shall forfeit twenty dollars to him who shall sue therefor.

G. S. 1875, 530,  
§§ 41, 42.  
Penalty for re-  
fusing to trans-  
port milk.

SEC. 3545. No railroad company shall charge or receive for the transportation of freight to any station on its road a greater sum than is at the time charged or received for the transportation of the like kind and quantity of freight from the same original point of departure, and under similar circumstances, to a station at a greater distance on its road in the same direction. Two or more railroad companies whose roads connect shall not charge or receive for the transportation of freight to any station on the road of either of them a greater sum than is at the time charged or received for the transportation

1885, ch. 82.  
Freight charges  
for shorter dis-  
tance not to be  
more than for a  
longer distance.



of the like kind and quantity of freight from the same original point of departure and under similar circumstances to a station at a greater distance on the road of either of them in the same direction. In the construction of this section the sum charged or received for the transportation of freight shall include all terminal charges; and the road of a company shall include all the road in use by it, whether owned or operated under a contract or lease.

1885, ch. 82.  
Penalty.

SEC. 3546. Every railroad company which violates any provision of the preceding section, in addition to the liability for all damages sustained by reason of such violation, shall forfeit two hundred dollars, to be recovered to his own use, by the party aggrieved, or to the use of the State by the State's Attorney of the county in which such violation was committed, but no action for any such forfeiture shall be maintained unless the same is brought within one year from the date of such violation.

1879, ch. 115.  
Penalty for refusing to transport material for repair of another road.

SEC. 3547. Every railroad company which shall refuse to transport over the line of its road any railroad ties, sleepers, or material to be used in the construction or repair of any other railroad, at the same rate or price as other freight of the same class, shall forfeit not less than fifty nor more than three hundred dollars, half to him who shall sue therefor, and half to the State.

G. S. 1875, 530,  
§ 45.  
Penalty for refusing to give receipt.

SEC. 3548. Every railroad company which shall refuse to give a receipt to the owner or shipper of any commodity delivered to it for transportation, describing such commodity, shall forfeit to such owner or shipper fifty dollars.

1889, ch. 212.  
Railroad company not to charge for detention of cars in loading or unloading.

SECTION 1. No railroad company, owning or operating any railroad in this State, shall claim, demand, or collect from any shipper or consignee of merchandise or freight, any sum, damage, or charge for the delay or detention of cars in loading or unloading the same, for any period of less than four consecutive days, Sundays and legal holidays excluded; such four days to be computed from the time the cars shall be accessible to the shipper or consignee for the purpose of loading and unloading the same.

Nor to collect for storage for time less than two days.

SEC. 2. No railroad company shall claim, demand, or collect from any consignee of merchandise or freight, any sum or charge for the storage of any merchandise or freight in any freight house, or warehouse, or other structure, for any period less than two consecutive days, Sundays and legal holidays excluded; such two days to be computed from the time of the arrival of such mer-

chandise or freight at the place of delivery. Any railroad, violating this or the preceding section, shall forfeit double the amount collected to any person suing therefor.

SEC. 3. No railroad company shall have any lien upon any merchandise or freight carried or transported by such railroad company for any charges for carrying such freight, or for any advances upon freight so carried or transported, unless such railroad company shall, upon request, deliver to the consignee of such freight or his agent, for his own use, a copy of the bill or statement of such charges and advances as the same appears upon the way-bill held by such company.

Nor to have  
lien for freight  
or advances,  
unless.

SEC. 3549. All the conductors, brakemen, and baggagemen, employed upon the passenger trains of any railroad company, shall wear, when on duty, in a conspicuous place, a badge denoting their respective duties, and the name of such company.

G. S. 1875, 330,  
§ 68.  
Certain  
employees to  
wear badges.

SEC. 3550. No person shall, without the permission of the managers of the railroad, be upon, or attach himself to, any engine or car upon the track of any railroad, or occupy any part of the platform or grounds of any railroad station, nor ride, drive, or lead any beast on said track, except for the purpose of crossing it.

G. S. 1875, 330,  
§ 69.  
Being on car  
platforms or  
grounds, or  
driving on  
track.

SEC. 3551. Every station agent of any railroad company, who shall know or have immediate information that any person has violated any provision of the preceding section, shall forthwith notify a grand juror or other informing officer of the town in which said offense shall have been committed.

G. S. 1875, 330,  
§ 70.  
Agents of  
companies to  
make complaint.

SEC. 3552. Every person who shall violate any provision of the two preceding sections shall be fined not more than fifty dollars, or imprisoned not more than thirty days, or both.

G. S. 1875, 331,  
§ 71.  
Punishment.

SEC. 3553. Every engine used upon any railroad shall be supplied with a bell of at least thirty-five pounds weight, and a suitable steam whistle, which bell and whistle shall be so attached to such engine as to be conveniently accessible to the engineer, and in good order for use.

G. S. 1875, 331,  
§ 72.  
Engines to  
have bell and  
whistle.

SEC. 3554. Every person controlling the motions of any engine upon any railroad shall commence sounding the bell or steam whistle attached to such engine when such engine shall be approaching, and within eighty rods of the place where said railroad crosses any highway at grade, and keep such bell or whistle occasionally sounding until such engine has crossed such highway; and the railroad company in whose employment he may

G. S. 1875, 331,  
§ 73.  
Engineers  
to sound bell or  
whistle when  
crossing high-  
ways, etc.

be shall pay all damages which may accrue to any person in consequence of any omission to comply with the provisions of this section ; and no railroad company shall knowingly employ any engineer who has been twice convicted of violating the provisions of this section.

1887, ch. 27.  
Assistant en-  
gineer or fire-  
man may sound  
bell or whistle  
at crossing.  
Engineer's  
responsibility  
not relieved.

SEC. 3555. Every engineer in charge of a locomotive engine may direct and authorize any fireman or assistant engineer who is under his authority at the time, to perform the duties imposed upon such engineer by the preceding section, but nothing in this section shall be construed as relieving the engineer from any liability or responsibility.

1882, ch. 94.  
Commissioners  
may, upon com-  
plaint, require  
sounding of  
whistle at cross-  
ing.

SEC. 3556. When it shall appear to the railroad commissioners, upon the written complaint of the selectmen of any town, that public safety requires the sounding of the engine whistle at any highway crossing when the train passes over or under such highway, they shall make such order in relation thereto as they shall deem proper.

G. S. 1875, 331,  
§ 74.  
Engineers  
to have copies  
of this law and  
be sworn to  
obey it.

SEC. 3557. No railroad company shall permit any person to drive any engine upon any railroad operated by such company unless he shall have first received a printed copy of this section and of sections 3553 and 3554, and shall have made oath that he will faithfully comply with the provisions thereof.

1895, ch. 139.  
Powers of rail-  
road commis-  
sioners as to  
blowing of loco-  
motive whistles.

SECTION 1. When the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough shall bring their petition in writing to the railroad commissioners representing that the interests of the public require that the blowing of the locomotive whistle upon a railroad as a warning to the public at certain points within the limits of such town, city, or borough shall be dispensed with, said commissioners shall appoint a time and place for hearing said petition, and shall give reasonable notice thereof to the petitioners and the company operating said railroad. And if, after such hearing, they shall be of opinion that the sounding of the whistle as a warning to the public can be dispensed with without danger, they shall direct said railroad company to omit said danger signal and require any other signal in lieu thereof which they shall judge best at such points as they may specify. The railroad commissioners may from time to time thereafter, upon the petition either of said railroad company, or of the selectmen, or the mayor and common council, or the warden and burgesses, after due notice and a hearing, modify or annul any such order.

SEC. 2. It shall be the duty of such railroad company to obey any order of the railroad commissioners made in accordance with the foregoing section. Duty of railroad company.

SEC. 3. Sections 3558 and 3559 of the general statutes are hereby repealed, but any orders heretofore made thereunder by the railroad commissioners shall remain in force unless modified by them in the manner provided in section one of this act. Previous orders to remain in force.

SEC. 3560. All railroad trains shall be brought to a full stop, at a distance not less than two hundred feet, nor more than eight hundred feet, from the draw in every drawbridge upon the line of the railroad over which they are to be run, and from every point where such railroad is crossed by another railroad, and in plain sight of the same, before being run upon or over such draw or crossing; but the railroad commissioners may in writing authorize the passing of any draw or any railroad crossing, without stopping as aforesaid, when, in their opinion, it can be done consistently with public safety. G. S. 1875, 331, § 75. Trains to stop before crossing draw-bridge, or railroad crossing.

SEC. 3561. Every person running such a train, who shall violate the provisions of the preceding section, shall be fined not more than one hundred dollars, or imprisoned not more than three months; and the president and directors of any railroad company who shall knowingly permit any violation of the same, shall be fined five hundred dollars. G. S. 1875, 331, § 76. Penalty for violation.

SEC. 3562. It shall be the duty of the railroad commissioners to investigate any and all complaints made to them of interference with navigation in the uses of drawbridges over any navigable waters in this State, and to make such orders in reference thereto as will in their judgment remove, so far as possible, all just cause of grievance consistent with the rights of parties that may be affected thereby, and the public safety. 1885, ch. 81. Duty of commissioners on complaint of interference with navigation by use of draw-bridge.

SEC. 3563. All trains which are obliged to come to a full stop before crossing any drawbridge, shall, when the railroad commissioners shall so order, stop at the regular station nearest to such drawbridge for a sufficient length of time to accommodate passengers who may desire to enter or leave said trains, if said station is in full view of said drawbridge, and not more than one hundred and twenty rods therefrom. G. S. 1875, 331, § 77. Passenger trains to stop at nearest regular station to a drawbridge.

SEC. 3564. No railroad company shall permit any passenger train to be run over any switch, at any railroad junction of different roads, or any station where such train does not regularly stop, or is not then to be G. S. 1875, 331, § 78. Switches at railroad junctions.



stopped, unless there be, at the time when such train shall arrive near such switch, a switchman standing at such junction switch, or the station switch so first approached with a white flag by day, or a light at night, to indicate that such switches are in a proper position for the passage of such train; or unless, in the absence of such switchman, said train shall first be brought to a full stop, at the distance of not less than two hundred feet nor more than seven hundred feet therefrom; and every person who shall run a train over any such switch, contrary to the provisions of this section, shall be fined not more than one hundred dollars, or imprisoned not more than sixty days, or both; and the president and directors of any railroad company, who shall permit such train to be run over any such switch, contrary to the provisions of this section, shall be fined five hundred dollars; but the railroad commissioners may dispense with any such switchmen.

G. S. 1875, 332,  
§ 79.  
When trains  
may pass  
switch, etc.,  
without stop-  
ping.

SEC. 3565. The commissioners may permit passenger trains to be run past any switch, station, or highway crossing without stopping, at such rate of speed as they may prescribe, upon the provision by said company of such safeguards for the protection of its passengers and the public as said commissioners may require; and for neglecting to make such provision, such company shall pay a fine of five hundred dollars.

1895, ch. 133.  
Speed of rail-  
road trains,  
how regulated.

SECTION 1. The power to regulate the speed of steam railroad trains at points within the limits of all cities and boroughs shall be vested exclusively in the board of railroad commissioners.

SEC. 2. All acts, or parts of acts, and provisions of any municipal charter inconsistent herewith are hereby repealed.

SEC. 3. This act shall take effect from its passage.

G. S. 1875, 332,  
§ 80.  
Number of  
brakemen on  
train.

SEC. 3566. Upon every train run, or intended to be run, upon any railroad in this State, at a greater average speed than thirty miles an hour, between stations, and consisting of more than two passenger cars, one brakeman shall be kept at the brake of each car; but when the double-action brake is used on any such train but one brakeman need be kept upon and for every two cars connected with such train; and the railroad commissioners may grant permission to any railroad company to reduce the number of brakemen required upon passenger trains, when such company may have adopted a system of brakes to be operated by the engineer, which



in the opinion of said commissioners may render such number of brakemen unnecessary; but said commissioners may revoke such permission when they consider the public safety requires; and on such revocation such company shall place upon its train the number of brakemen required by law.

SEC. 3567. Every railroad company shall, within twenty four hours after the occurrence of any accident attended with personal injury, give notice of the same to the railroad commissioners, in writing, who, upon receiving such notice, or upon public rumor of such accident, may repair, or dispatch one of their number to the scene of said accident, and inquire into the facts and circumstances thereof; and the commissioners shall, without charge, furnish any person injured, or the friends of any person killed, any information they may have acquired in relation to any disaster, and the names of the persons from whom the same was obtained, or by whom the same may be proved.

SEC. 3568. Every railroad company shall provide and cause to be placed in some car attached to every train passing over such railroad, and at every passenger station, a suitable hospital stretcher for use in case of accidents.

SEC. 3569. The railroad commissioners may make any and all orders which shall seem to them to be required by public safety and prudence relative to heating and lighting passenger cars, and shall report any neglect by any railroad companies to comply with such orders to the General Assembly at its next regular session.

### Chapter CCXVIII.

#### BONDS AND MORTGAGES.

##### SECTION.

- 3570. Loans and bonds.
- 3571. Mortgage of road.
- 3572. Mortgage, including rolling stock, etc., and foreclosure of same.
- 3573. Surrender of road to mortgage trustees.
- 3574. Limitation of liability of trustees in possession.
- 3575. Return and record of inventory.

##### SECTION.

- 3576. Rendition of quarterly accounts; foreclosure.
- 3577. Removal of trustees.
- 3578. Rights of prior incumbrancers saved.
- 3579. Trustees to have the powers of the company.
- 3580. Expenses and compensation of trustees.

SEC. 3570. Every railroad company may borrow money, and may secure the repayment of the same by its bonds, signed by its president, and countersigned by its treasurer; but before being issued said bonds shall be registered in the office of the Comptroller, and a certificate thereof shall appear on the face of each bond;

G. S. 1875, 332, § 81.  
1881, ch. 10.  
Companies to give notice to commissioners of accidents.

1883, ch. 117.  
Railroad trains to be provided with hospital stretcher.

1887, ch. 90.  
Railroad commissioners may make orders and report neglect to General Assembly.

G. S. 1875, 332, § 82.  
1882, ch. 140, § 4.  
Corporation may borrow money and issue bonds.

and the Comptroller shall cancel any bonds so registered which may be brought to him for that purpose, and enter said act of canceling in his register; but no railroad company shall issue any bonds of a less denomination than one hundred dollars, nor have bonds outstanding at any one time to a greater amount than one-half the actual cost of the construction of said railroad, or than one-half the sum which its president, treasurer, and an engineer, approved by the railroad commissioners, shall certify under oath has been actually expended upon its railroad; and any false swearing in the matter shall be perjury, and the Comptroller shall not permit the bonds of any railroad company, registered in his office, and uncanceled, to exceed the amount limited in this section. Such company may dispose of its bonds as shall be authorized by its stockholders.

May sell bonds.

G. S. 1875, 333,

§ 83.

Railroad may be mortgaged to secure bonds.

SEC. 3571. The company may secure said bonds by a mortgage of its property, or any part thereof, by deed duly executed by its president, under the corporate seal, to the Treasurer of the State, and his successors in office, in trust for the holders of said bonds, and recorded in the office of the Secretary of the State.

1889, ch. 218.  
Bonds or stock of another corporation, guaranteed by a railroad company to be registered.

Every railroad company which shall guarantee the payment of the principal or interest of any bonds, or dividend on any stock issued by any other corporation, shall cause such bonds and the certificates for such stock to be registered in the office of the Comptroller, and a certificate thereof shall appear on the face of each of such bonds and certificates of stock. And the Comptroller shall cancel any bonds and certificates of stock so registered which may be brought to him for that purpose, and enter said act of canceling in his register. But no railroad company shall guarantee bonds or stock to an amount which, together with the outstanding bonds issued by said guaranteeing company, shall exceed one-half the actual cost of the construction of the railroad of said company, the amount of which actual cost its president, treasurer, and an engineer approved by the railroad commissioners, shall certify under oath has been actually expended upon its railroad, and any false swearing shall be perjury. And the Comptroller shall not permit the registration of the bonds of any railroad company, or of any bonds whose principal or interest is guaranteed by such railroad company, or of any stock of another company upon which any income or dividend is guaranteed by such railroad company, so long as there are outstanding and uncanceled bonds of said company and bonds

Limitation of guaranty.

or stock guaranteed by said company, the principal of which said bonds and guaranteed bonds and stock all together is equal in amount to one-half the cost of the company's railroad to be certified in the manner hereinbefore set forth. And no railroad company shall issue its own bonds or guarantee the principal or interest of bonds or a dividend upon stock of any other company so long as there are outstanding and uncanceled its own bonds or the bonds or stock of another company, guaranteed, as aforesaid, to a principal amount equal to one-half the cost of said railroad company, as verified in the manner above set forth.

SEC. 3572. When any railroad company has mortgaged, or shall mortgage, its railroad, pursuant to law, to secure its bonds, and has included or shall include in said mortgages all or any part of its rolling stock, locomotives, and cars, whether those owned by it at the date of said mortgage, or those thereafter to be acquired by it for use upon said railroad, or both, such mortgage shall be deemed valid and effectual, as respects all the property therein included as aforesaid, and may be foreclosed in the same manner as ordinary mortgages of real estate; and the record thereof in the office of the Secretary of the State shall be a sufficient record and notice to protect the title under the mortgage, notwithstanding such company may remain in possession of all or any part of the mortgaged property.

1877, ch. 38.  
Mortgages of  
railroad prop-  
erty and fore-  
closure of same.

SEC. 3573. When any railroad company shall have mortgaged its property or any part thereof, to any person, in trust, for the security of its creditors, or for the security of any class of them, and shall have made default in the payment of principal or interest, due to such creditors, any such creditor may bring his complaint to the superior court, in any county in which such railroad or any part thereof is located, setting forth such fact and claiming that such trustee may be placed in the possession of such property, for the benefit of such creditors; and such complaint shall be heard and determined at the first session of the court to which it is returnable, unless continued for reasonable cause; and if the allegations therein are found true, such court shall decree that the said company and its president and directors, under a suitable penalty, shall surrender such mortgaged property to the trustee, for the benefit of such creditors.

G. S. 1875, 333,  
§ 84.  
Surrender of  
road to mort-  
gage trustees.

SEC. 3574. When any such trustees shall have taken possession of any property in pursuance of the provisions of the preceding section, or in pursuance of any

G. S. 1875, 333,  
§ 85.  
Limitation of  
liability of  
trustees in pos-  
session.

Trust estate  
liable for acts of  
trustee.

authority contained in the mortgage or deed of trust, he shall take charge of and operate such railroad, or railroad property, for the benefit of the creditors for whom such trust was created, and shall not be personally liable for any cause or injury arising from the operation of such road, or while he may operate it, except for his willful mismanagement, or for any contracts made by him as such trustee; but all such property shall be liable for the acts and proceedings of such trustee, in the execution of his trust, to the extent of the interest of the creditors, for whose benefit he may act; and any proceeding for the purpose of making such property liable shall be brought against such trustee, describing him as such.

G. S. 1875, 333,  
§ 86.  
Trustee to make  
and return in-  
ventory.  
26 Conn., 121.

SEC. 3575. The trustee, upon taking possession of such property, shall make an inventory of all which may come into his possession under oath, and lodge it for record in the office of the Secretary of the State; and if any other property shall, from time to time, be discovered by him, he shall make and lodge a like inventory, under oath, as aforesaid.

G. S. 1875, 333,  
§ 87.  
Trustee to ren-  
der quarterly  
accounts to  
Secretary.

May foreclose  
for the bond-  
holders.

SEC. 3576. The trustee, shall, from time to time, while operating such road, file his account, quarterly, in the office of the Secretary of the State, of all moneys received or disbursed by him, in the course of his agency; and may proceed at his discretion, in the superior court, in any county in which such railroad, or any part thereof, is located, to foreclose said railroad company, and all subsequent incumbrancers, for the use of the bondholders, or other creditors for whom he acts; and such court may limit the time for the redemption of the mortgaged property, as in ordinary proceedings for the foreclosure of real property.

G. S. 1875, 334,  
§ 88.  
Superior court  
may remove  
trustee for  
cause and ap-  
point another.

SEC. 3577. If such trustee shall neglect or unnecessarily delay to perform his duties, any creditor, represented by such trustee, may apply to the superior court in any county in which such railroad or any part thereof is located, for the removal of such trustee, which application shall be heard at the first session of said court; and upon such facts being found true, such court may remove the trustee from his office, and appoint another in his stead.

G. S. 1875, 334,  
§ 89.  
Rights of prior  
incumbrancers  
not to be  
affected.

SEC. 3578. Nothing in the five preceding sections shall affect any mortgage, trust, or lien upon the property foreclosed, which was created prior to the mortgage, trust, or lien, under which such trustee may act; but the trustees for all such prior incumbrancers may proceed, by foreclosure or otherwise, notwithstanding



any act or proceedings by subsequent incumbrancers or their trustees.

SEC. 3579. When any such railroad is in the possession of an assignee or trustee, he shall have the same rights, powers, and privileges as are conferred upon railroad companies; and all expenses and damages incurred by such persons so in possession, in good faith to improve the lines of the railroads so in their charge, shall be reimbursed to them from the earnings of such railroad while they have the possession thereof.

G. S. 1875, 334, § 90. Trustees to have the same powers, etc., as the corporation.

SEC. 3580. The expenses of operating such railroad, or other property, including repairs and all other reasonable expenses of the trustee, and any damages incurred for any injury sustained during the time of his execution of said trust, and all claims secured by any prior mortgages or incumbrances, which shall have become payable before or during said time, and also a reasonable compensation to be allowed to the trustee by the superior court, shall be deducted from the earnings of the road, before any part of such earnings shall be paid to the creditors.

G. S. 1875, 334, § 91. Expenses of road, damages, compensation of trustee, etc., to be deducted from earnings.

#### MISCELLANEOUS PROVISIONS.

SECTION 1. The Comptroller, whenever requested by any member or member-elect of the General Assembly so to do, shall procure from such railroad company or companies as may be necessary a ticket or tickets entitling said member to transportation by the most convenient route between Hartford and his home station, during the session of the General Assembly next to be holden, or then current, which ticket or tickets the Comptroller shall deliver to the said member upon receiving from him an assignment to the State of his mileage allowance for the session in question, which assignment shall be received in full payment therefor.

1889, ch. 193. Comptroller to furnish transportation tickets to members of General Assembly.

SEC. 2. The Comptroller is hereby authorized and directed to pay for the tickets, so procured by him, such sum or sums as may reasonably be charged therefor by the railroad companies.

Payment therefor.

SEC. 3. No railroad company shall issue to any member or member-elect of the General Assembly any ticket or other token entitling him to transportation to and from Hartford, during any session of the General Assembly, except as provided in section one of this act, unless such ticket be issued upon the same terms and at the same price as tickets are ordinarily issued by said company entitling the holder to an equivalent amount of travel.

Railroad company not to issue tickets to members, except.



## Chapter CCXIX.

## SECTION.

3581. Responsibility for fire communicated by engine; insurable interest in land exposed.

3582. Notice of claim for damages by fire.

1881, ch. 92.  
Responsibility  
for fire commu-  
nicated by  
engine.  
52 Conn., 264.  
54 Conn., 447.

Company has  
insurable inter-  
ests in property  
exposed to such  
fire.

1881, ch. 92.  
Notice of claim  
for damages by  
fire.

1881, ch. 92.  
Appraisal of  
damages for  
land con-  
demned shall  
not include risk  
of fire.

1882, ch. 47.  
Water-closets  
at stations.

1884, ch. 110.  
Duties of "rail-  
road com-  
panies," on  
whom obliga-  
tory.

## SECTION.

3583. Appraisal of damages for land con-  
demned shall not include risk of fire.

3584. Water-closets at stations.

3585. Duties of railroad companies, on whom  
obligatory.

SEC. 3581. When any injury is done to a building or other property of any person, by fire communicated by a locomotive engine of any railroad company, without contributory negligence on the part of the person entitled to the care and possession of the property injured, the said railroad company shall be held responsible in damages to the extent of such injury to the person so injured; and every railroad company shall have an insurable interest in the property for which it may be so held responsible in damages along its route, and may procure insurance thereon in its own behalf.

SEC. 3582. No action shall be brought under the preceding section unless written notice of the claim is given to the defendant company within twenty days after the fire, specifying the day and hour of the fire; the property injured, and the amount claimed as damages. Such notice may be given by a letter signed by the claimant or his agent, mailed to the superintendent of the railroad, or delivered to its station agent at a station in the town where the fire occurred.

SEC. 3583. No appraisal of damages for land taken or injured by the location or construction of a railroad shall include any compensation for the increased risk of fire to any buildings erected on or to be erected on land outside of such location, on account of sparks from locomotive engines on such railroad.

SEC. 3584. Every railroad company operating steam railroads in this State shall maintain at each regular passenger depot on the railroad operated by them respectively such suitable water-closets as in the judgment of the railroad commissioners the public convenience may require; and said commissioners may make all necessary orders in the premises, and enforce the same by *mandamus*, in the name of the State.

SEC. 3585. All duties and obligations imposed by law upon railroad companies, in reference to returns to be made to the Comptroller or railroad commissioners, are hereby made obligatory and binding upon such corporations, and upon trustees, receivers, or other persons that lay out, construct, maintain, or operate a railroad operated by steam power.

*Chapter CCXX.*

## RETURNS.

## SECTION.

1. Forms for returns.
2. When to be made; to be signed and sworn to.
3. Penalty for neglect.

## SECTION.

3589. Commissioners may require amendment of defective returns, under penalty.
3590. To be made by lessors.

SECTION 1. The railroad commissioners shall, on or before the thirtieth day of June, annually, furnish to every railroad company, and to the trustees operating any railroad, duplicate blanks for returns in the form required by the Inter-State Commerce Commission, which returns shall be for the year ending on said thirtieth day of June.

SEC. 2. All companies or trustees receiving such blank forms shall return one of them to the commissioners on or before the fifteenth day of September in each year, with all questions fully answered, except where the answers would be "none" or "nothing," in which case the question itself may be stricken out. Said returns shall be signed and sworn to by the president or vice-president and treasurer of the company, or by a majority of the trustees making the same.

SEC. 3. Every company, whose president or vice-president and treasurer or trustees shall refuse or neglect to make such returns, shall forfeit to the State twenty-five dollars for each day of such neglect or refusal, and such commissioners shall report such forfeiture to the State Treasurer, and the books of every railroad company shall at all times be open to the inspection of any committee of the General Assembly appointed for that purpose.

SEC. 4. Sections 3586, 3587, and 3588 of the general statutes are hereby repealed.

SEC. 3589. Every railroad company shall make its annual returns strictly according to the forms provided, and if the officers or trustees find it impracticable to return all the items in detail as required, they shall, in their report, give the reasons why they cannot be given; but no company shall be excused for not giving such details because it does not keep its accounts in such manner as will enable it to do so. And when any such returns seem to said commissioners defective or erroneous, they shall notify the company or trustees making the same, and require the amendments of such returns within fifteen days, under the same penalty as is provided for refusing or neglecting to make returns.

1889, ch. 121.  
Making false  
report to  
insurance or  
railroad  
commissioners,  
how  
punished.

Every person who shall willfully make false report to the insurance commissioner or the railroad commissioners, or who shall testify or affirm falsely to any material fact in any matter wherein an oath or affirmation is required or authorized, or who shall make any false entry or memorandum upon any book, paper, report, or statement of any insurance or railroad company, with intent in either case to deceive the insurance commissioner or the railroad commissioners, or any agent appointed to examine the affairs of any such company, or to deceive the stockholders or policy-holders or any officer of any such insurance or railroad company, or to injure or defraud any such company, and any person who, with like intent, aids or abets another in any violation of this act, shall be imprisoned in the State prison not less than one nor more than five years.

1884, ch. 110.  
Returns to be  
made by lessors  
of railroad.

SEC. 3590. The officers, trustees, or receivers of every railroad company which has leased a railroad upon terms by which the rental is based upon the earnings of the leased road shall make returns to the railroad commissioners of the leased road, separate and apart from the business of the lessee, and in the same manner that the officers of said leased railroad would be required to make returns had it not been leased.

#### CONNECTICUT CENTRAL RAILROAD.

##### SECTION.

3591. Connecting roads to furnish and be furnished with accommodations, etc.  
3592. When companies disagree as to such accommodations.

##### SECTION.

3593. Preceding sections confined to Connecticut Central and Rockville railroads and their connections.

1878, ch. 89.  
Connections of  
Connecticut  
Central Rail-  
road.

SEC. 3591. When the railroad of the Connecticut Central Railroad Company, or any of its branches, meets or lawfully crosses another railroad at the same level therewith, the company by which either of said railroads is owned or operated may, with the written consent of the railroad commissioners, and upon such terms as said commissioners shall, after due hearing, prescribe, enter its road upon or unite the same with and use the road for the other; but no locomotive engine or other motive power shall be allowed to run upon a railroad except such as is owned or controlled by the company owning or operating such railroads or with the consent of such company; and every such company shall, at all reasonable times, and for a reasonable compensation, draw over its railroad the passengers, merchandise, and cars of the other, and each of them shall

Connecting  
roads to furnish  
mutual accom-  
modations, etc.

for a reasonable compensation provide upon its railroad convenient and suitable depot accommodations for the passengers and merchandise of the other road passing to and over it, and shall receive and deliver the same in the manner it receives and delivers its own passengers and freight.

SEC. 3592. If the companies cannot agree upon the stated periods at which the cars of one shall be drawn over the other, and the compensation to be paid therefor, or cannot agree upon the terms and conditions upon which the accommodation shall be furnished for the passengers and merchandise of the other, the railroad commissioners, upon the petition of either party and notice to the other, shall hear the parties and shall in each case determine (having reference to the convenience and interests of the companies and of the public to be accommodated thereby) the stated periods for drawing cars and the compensation therefor, or the terms and conditions for passengers and merchandise, or the requisite terminal accommodations as aforesaid; and said commissioners, upon the application of either party, shall determine all questions between the parties in relation to the transportation of freight and passengers, and other business upon and connected with said railroads in which they are jointly interested, and the manner in which the business shall be done, and apportion to each company its respective share of the expenses, receipts, and income of the same. And the award of the commissioners, or a major part of them, shall be binding upon the respective companies interested therein for one year, or until the commissioners shall revise and alter the same; *provided*, however, that any railroad company aggrieved by any order of the railroad commissioners, made under the provisions of this chapter, may appeal from the same to the superior court of the county wherein said railroads meet, within twenty days of the date of such order, in the same manner that appeals are allowed upon any proceeding relative to the location, abandonment, or changing of depots or stations.

1878, ch. 89.  
When companies disagree as to such accommodations, etc., railroad commissioners may determine the matter.

Appeal from commissioners.

SEC. 3593. The provisions of the two preceding sections shall apply to the Connecticut Central and such other railroads whose tracks are now intersected or crossed by the track or tracks of said Connecticut Central Railroad; and also to the Rockville Railroad and to such other railroads as connect therewith or are intersected thereby, and to the several railroad companies owning or operating said respective railroads; but none of said provisions shall apply to any other railroad.

1878, ch. 89.  
1879, ch. 90.  
Preceding sections confined to the Connecticut Central and Rockville Railroads and their connections.



*Title LXVII, Chap. 224.*

## GENERAL PENALTY.

G. S. 1875, 340,  
§ 1.  
Penalty.

SEC. 3607. Every person who shall violate any provision of this title, for which no other penalty is prescribed or provision made, shall be fined not less than ten nor more than five hundred dollars.

*Title LXVIII, Chap. 231.*

1878, ch. 131,  
§ 1.  
Board of civil  
engineers or  
supervisors,  
how constituted.

SEC. 3696. The member of the board of railroad commissioners who is a civil engineer, and one civil engineer residing in each congressional district in this State, to be appointed by him, shall constitute a board of civil engineers, and have the supervision of all dams and reservoirs now existing or hereafter constructed in any locality where, by the breaking away of the same, life or property may be in danger of destruction.

## SALARY AND FEES.

G. S. 1875, 173,  
ch. 2.  
Railroad commissioners.  
1885, ch. 119.  
Chief clerks.  
1889, ch. 8.  
State salaries  
when payable.

SEC. 3706. . . . the railroad commissioners, each, three thousand dollars.

The chief clerks of the . . . railroad commissioners, . . . each eighteen hundred dollars.

SECTION 1. The salaries of the members of the General Assembly shall be paid at the close of its regular session: and all annual and per diem salaries shall be paid on the first day of the month succeeding that in which the services were rendered; *provided*, that when said first day shall fall on Sunday or a holiday, such salaries shall be paid on the succeeding day.

## TAXATION.

G. S. 1875, 154,  
§ 12.  
Property exempt  
from  
taxation.  
Certain railroad  
bonds.

SEC. 3820. The following property shall be exempt from taxation: . . . bonds in the hands of the holders thereof, issued by any town or city in aid of the construction of the railroads of the Connecticut Western Railroad Company, the New Haven, Middletown & Wilimantic Railroad Company, the Shepaug Valley Railroad Company, the Connecticut Valley Railroad Company, the Connecticut Central Railroad Company, or either of them, to provide or raise money to pay for stock subscribed for by it in any of said companies; but such bonds or stock, when their avails shall have been expended in the construction of any of said railroads, shall be assessed and taxed in the manner provided in section 3920.



SECTION 1. When any town or city in this State has issued or shall issue new bonds under or by virtue of any statute, public or private, for the purpose of redeeming or providing a fund to redeem its bonds originally issued in aid of the construction of any railroad, and which by the statutes of this State were exempt from taxation, or for redeeming or providing a fund to redeem any re-issue of the same, such new bonds, and the amount invested therein, shall be exempt from taxation in the hands of the holders thereof in the same manner and to the same extent as the original bonds, and the amount invested therein, and no direct, indirect, or franchise tax shall be assessed thereon.

1889, ch. 227.  
New issue of  
municipal  
bonds when ex-  
empt from taxa-  
tion.

SEC. 3830. The list of any person need not include any property situated in another State, when it can be made satisfactorily to appear to the assessors that the same is fully assessed and taxed in such State, to the same extent as other like property, owned by its citizens; but the provisions of this section shall not apply to moneys loaned by residents of this State to any party out of this State, as money at interest; nor to bonds issued by, or loans made to, any railroad company, located out of this State, when such bonds are owned, and loans made, by residents of this State.

G. S. 1875, 115,  
§ 16.  
Property taxed  
out of this  
State, exempt. }  
}

SEC. 3835. Every dwelling-house belonging to any railroad company shall be set in the list, and be liable to taxation, in the town where said dwelling-house is situated, notwithstanding the fact that the same may be rented to, or occupied by an employe of said railroad company, and the amount paid for taxes on any such dwelling-house or houses shall be deducted from the sum required by law to be paid by such railroad company for taxes to the State.

1887, ch. 54.  
Taxation of  
dwelling-  
houses belong-  
ing to railroad  
companies.

SEC. 3919. The secretary or treasurer of every railroad company, any portion of whose road is in this State, or if such portion of said road is in the hands of a trustee or receiver, then such trustee or receiver shall, on or before the fifteenth day of November, annually, deliver to the Comptroller a sworn statement of the condition and affairs of said company or road as they existed on the thirtieth day of the preceding September, in the following particulars, namely, the number of shares of its stock, and if the same consists of different classes, then of those of each class, and the market value of each share; the dividends paid per share on each class of said stock during the year preceding said thirtieth day of September, and the dates of said payments; the amount

G. S. 1875, 168,  
§ 5.  
1876, ch. 81.  
1882, ch. 69, 139.  
1887, ch. 117, § 1.  
Returns by  
railroad  
companies.  
48 Conn., 44.

of its funded and floating debt, and the market value of any of such indebtedness which is below par in value; the number, amount, and market value of any unpaid bonds secured by mortgage on the property of said company by any of its predecessors in title and legally convertible into the capital stock of such company; the amount of bonds issued by any town or city of the description mentioned in section 3820, when the avails of such bonds, or stock subscribed and paid for therewith, shall have been expended in such construction; the amount of money actually on hand in cash in the treasury or in the possession of the proper officers or agents of the company or of any such trustee or receiver; the amount paid for taxes in this State during the year ending on said thirtieth day of September upon any real estate owned by said company, trustee, or receiver, and not used for railroad purposes; the whole length of the road, and the length of those portions thereof lying without this State.

G. S. 1875, 168,  
§ 6.  
1876, ch. 9.  
1882, ch. 69.  
1887, ch. 117, §2.  
Amount of  
tax to be paid  
by railroad  
companies.  
36½ Conn., 255.  
40 Conn., 496.

SEC. 3920. Every such railroad company, trustee, or receiver shall, on or before the twenty-fifth day of November, annually, pay to the State one per cent. of the valuation, made and corrected by the Board of Equalization, of said stock, and one per cent. of the par value of such funded and floating indebtedness, as required to be contained in said statement, or, if any of said indebtedness is worth less than par, then one per cent. of its valuation made and corrected by said board, after deducting from such valuations the amount of any bonds or other obligations of said company, or of their market value, if below par, which may be held in trust for said company as a part of any sinking fund belonging to it, and also deducting from said sum required to be paid, the amount paid for taxes in this State during the year upon any real estate owned by said company, trustee, or receiver, and not used for railroad purposes; and the valuation so made and corrected by said board shall be the measure of value of such railroad, its rights, franchises, and property in this State for purposes of taxation; and this sum shall be in lieu of all other taxes on its franchises, funded and floating debt, and railroad property in this State.

G. S. 1875, 168,  
§ 7.  
1882, ch. 69.  
When only part  
of the railroad  
lies in this  
State.

SEC. 3921. When only part of a railroad lies in this State, the company owning such road shall pay one per cent. on such proportion of the above named valuation as the length of its road lying in this State bears to the entire length of said road. But in fixing the aforesaid valuation and lengths, neither the value nor length of

any branch thereof in this State, which the Board of Equalization shall determine to be of less value per mile than one-fourth of the average value per mile of the trunk road, shall be included ; but every such branch shall be estimated at its true and just value by the Board of Equalization, and such railroad company shall pay to the Treasurer of this State one per cent. on such value at the time fixed in the preceding section for the payment of other railroad taxes, and when any such sum becomes due, and such company shall not then have the management and control of its road, or the road bearing its name, the person or corporation then owning or managing such railroad shall pay such sum to the State within the time above prescribed.

SEC. 3922. The taxes paid by the lessee of any railroad, under any contract or lease, existing on the tenth day of July, 1862, may be deducted from any payments due or to become due to the lessor, on account of such contract or lease.

G. S. 1875, 169,  
§ 8.  
Lessee of  
railroad may  
deduct taxes  
from rent.

SEC. 3923. Every railroad company in this State, which holds by lease or otherwise a railroad in another State, which is not a part of its own road, shall state in its annual return for the purposes of taxation how much of its funded and floating debt was occasioned by, and how much of its capital stock was issued for any amount which has been expended by it in the construction or permanent improvement of such railroad in another State, or in the purchase of equipment for exclusive use thereon ; and how much of its capital stock was issued, under the provisions of any law of this state, in exchange for, or purchase of, the capital stock or obligations of any railroad corporation whose line of railroad is without the limits of this state ; and in computing the amount of tax to be paid by said company to this State, the amount of such funded or floating debt and of such stock so occasioned or issued as afore-said shall be first deducted from the total amount of its funded and floating debt and stock.

1881, ch. 153.  
Where railroad  
company leases  
a railroad in  
another State.

SEC. 3924. The mortgagees or trustees of any railroad lying in whole or in part in this State, who have, or shall hereafter come into possession of the same by virtue of any mortgage thereof, shall, within the first ten days of October, annually, so long as they remain in possession of said railroad, deliver to the Comptroller a sworn statement of the value of said road, its equipment and other property, located in this State, and in their hands, as such mortgagees or trustees.

1875, ch. 61.  
Trustees in  
possession of  
mortgaged  
railroad to  
make annual  
returns.

1875, ch. 61.  
Tax on railroad  
mortgagees or  
trustees.

SEC. 3925. Said mortgagees or trustees shall, on or before the twentieth day of October in each year, or as soon thereafter as the earnings of said road or other moneys in their hands will allow, pay to the State a sum equal to one per cent. on the value of said road, equipment and other property, less the amount of taxes paid by them on any real estate in their hands not used for railroad purposes.

1875, ch. 61.  
Returns and  
payments when  
other railroad  
company  
purchases.

SEC. 3926. In all cases in which the road and estate of any railroad company shall have been, or shall hereafter be, foreclosed under any mortgage executed by it for the security of its creditors, and any other railroad company shall have or shall hereafter become, by purchase or otherwise, the owner of said road and estate so foreclosed, said company shall make the returns and payments required by this chapter, and any funded or floating indebtedness to which such railroad and estate is liable shall be considered, for the purpose of this enactment, as the indebtedness of said company, whether the same may have been contracted by it, or by some predecessor in its title.

1875, ch. 61, §3.  
Taxes to be  
liens.

SEC. 3927. Any and all taxes which shall become due to the State from any railroad company, or from the mortgagees or trustees of any railroad, under the provisions of this chapter, shall be and remain a lien on the road and property on account of which said tax is imposed, until the same shall be paid, and shall take precedence of any and all other incumbrances and liens whatever.

1887, ch. 117.  
Market value of  
stocks, how  
determined in  
certain cases.

SEC. 3931. In case of any railroad company, which, during the two years ending on the thirtieth day of September next preceding the time for making such annual returns, has paid regular dividends at the same annual rate per cent. on all or any class of its shares of stock, the market value of each share of such stock or class stock, as the case may be, for the purposes of the returns so to be made as aforesaid, shall be and the same is hereby declared to be the average of the closing bids or prices offered for said stock or any shares thereof during the month of September preceding the time for making such returns, as regularly published by any board of brokers, such board being named in said returns; and every party whose duty it is to make such returns shall adopt, in making the same, such average price as the invariable standard of said market value, and the Board of Equalization in examining and correcting said returns and in making out the statements required to be made, as the case may be, shall conform to and adopt such valuation, unless they shall be of the

When deter-  
mined must be  
adopted and  
conformed to  
except when.



opinion that the interests of the State require that the market value of said stock shall be otherwise ascertained, in which case they may find, upon the best information which they can obtain, and fix a different valuation.

As to all other shares of stock in any railroad company, the market value thereof shall be ascertained and returned, as far as possible, in the same manner as is here- In all other cases market value, how determined.,

inbefore provided for the shares of stock upon which regular dividends have been paid as aforesaid, but in such returns any facts may be stated showing that such market value differs from the true value, and the Board of Equalization, in examining and correcting said returns and in making out the statements required to be made, shall regard said market value, if it can be so ascertained, as the proper standard of the value of such shares, unless from the facts stated, or from other information, they shall think it proper to adopt a different valuation, which they in such cases may do. In all cases where

for any reason it is not possible or feasible to fix or ascertain the market value for any stock in the manner aforesaid, it shall be returned by the party whose duty it is to make such return, at the price of the last reported market sale of said stock, and in such cases the Board of Equalization may, in correcting said returns, and Where market value cannot be fixed, how returned.

making out any statements so required to be made, fix and determine, according to the best information which they can obtain, any valuation for said stock which they may think proper. Valuation, how determined.

SEC. 1379. No suit for any forfeiture, upon any Forfeitures. penal statute, shall be brought, but within one year next after the commission of the offense.

## AN ACT CONCERNING STREET RAILWAYS.

[1893, Chapter 169.]

SECTION 1. Sections 3595, 3596, 3597, and 3605 of Repeal. the general statutes are hereby repealed.

SEC. 2. Whenever any railway company shall have been chartered by the general assembly of this state for the purpose of operating street railways in any town, city, or borough, or whenever any such corporation already organized has been, or shall be given, the right to lay additional tracks in any such town, city, or borough, or whenever any street railway company shall desire to change its motive power, before such company shall proceed to construct such railway, lay additional Incorporated street railway company before proceeding to construct, to lay additional tracks or to change motive power, shall cause plan to be presented.



tracks, or change its motive power, it shall cause a plan to be made showing the highway or highways, street or streets, in and through which it proposes to lay its tracks, the location of the same as to grade and to the center line of said streets or highways, such change or changes, if any, as are proposed to be made in any street or highway, the kind and quality of track to be used and the method of laying the same, the motive power to be used in propelling its cars, and the method and manner of applying the same, which said plan shall be presented to the mayor and court of common council of any such city, the selectmen of any such town, or the warden and burgesses of any such borough, within their respective jurisdictions, who shall thereupon, upon public notice, proceed to a hearing of all persons interested therein, and, after such hearings, may accept and adopt such plan, or make such modifications therein as to them shall seem proper, and shall, within sixty days after the presentation of such plan to the local authorities, notify said company in writing of their decision thereon, and of such modifications therein as they may deem proper. The refusal or neglect of any such local authority to notify said company of its decision within said period of sixty days as aforesaid shall be deemed to be a refusal to approve and accept said plan as presented by said company. Nothing in this act shall be construed so as to prevent such street railway company from presenting to such local authorities a plan or plans as heretofore provided, until said street railway company and local authorities shall agree upon the same, and no such company shall construct such railway, lay additional tracks, or change its motive power except in accordance with a plan approved by the authorities aforesaid.

Hearing on  
plan.

Notification of  
decision.

Who has direc-  
tion over loca-  
ting tracks, etc.

SEC. 3. The selectmen of any town, the mayor and common council of any city, and the warden and burgesses of any borough, shall within their respective jurisdictions, have exclusive direction over the placing or locating of any tracks, wires, conductors, fixtures, structures of any such railway permanently located in the streets or highways, including the relocating or removal of the same, or changes in the grade thereof, and for the purposes of any public improvement and including the power of designating the material, quality, and finish thereof, may make all orders necessary to the exercise of such power of direction and control, which orders shall be in writing, and recorded in the minutes and records of their respective municipalities.

Every such railway company shall, at its own expense, comply with and carry out such orders forthwith, and, in case of its failure so to do, such town, city, or borough may carry out said orders and recover the expense thereof from such company in an action on this statute; or may proceed by a writ of mandamus to compel such railway company, at its own expense, to comply with and carry out such orders; *provided, however*, that except in the case of bridges, terminals, curves in turning from one street to another, and turnouts and switches not exceeding one hundred and fifty feet in length, the wrought part of any street or highway made suitable for travel shall nowhere be of a width less than eight feet on each side of the street railway tracks, measuring from the outer rails where the said tracks are located in the center of the street or highway, and not less than twelve feet in width, measuring from the rail nearest the wrought part of the highway, where said street railway track or tracks are located on the side of the street or highway, unless permission is obtained from the superior court or a judge thereof; *and provided further*, that nothing herein contained shall be construed as requiring any such railway company to change the grade of any portion of the street or highway upon which its track is located, after such location; but whenever any such town, city, or borough shall change the grade of any such street or highway, such railway company shall temporarily remove its tracks for the purpose of such change, and when such change has been completed, such company shall conform the grade of its tracks to the newly established grade without cost or expense to such town, city, or borough.

SEC. 4. In case any street railway company chartered prior to the first day of January, 1893, shall not construct and complete its road in any of the streets or highways, in which it shall thereby be authorized to construct its railway, on or before the close of the regular session of the general assembly to be held in 1895; and in case any street railway company which shall be chartered after the first day of January, 1893, or whose charter shall be thereafter amended, shall not construct and complete its road in any of the streets or highways in which it shall be thereby authorized to construct a railway on or before the close of the second regular session of the general assembly, after that in which said charter has been granted or amended, all right of said company to lay its tracks in all such streets or highways or portions of streets or highways specified

Rights of certain companies to lay tracks to cease, when.

in such charter or in such amendment, in which it shall not have laid down its tracks, shall thereupon cease; *provided, however*, that the right in any street, or highway, or portion of street, or highway of any street railway company under any charter or amendment thereto granted prior to the first day of January, 1893, which company shall have heretofore constructed a part of its railway, shall not cease if said company shall construct its railway within two years after the municipal authorities in the town, city, or borough in which said street or highway is located shall have notified such company to construct its railway in said street or highway.

Effect of discontinuance of operation of railway.

SEC. 5. If any street railway company shall discontinue the operation of its railway in any street or highway, or portion of a street or highway, or, having constructed its railway thereon, shall not begin to operate the same within a reasonable time thereafter, the mayor and court of common council of any city, the selectmen of any town, or the warden and burgesses of any borough, within whose respective jurisdictions such discontinuance or failure to operate said railway may occur, may order said company, in writing, to operate said part or parts of its railway within thirty days from a date named in such notice, and on failure to comply with said order, all right of said company to occupy such street or highway or portion of such street or highway, or to keep, maintain, or operate its said railway within such street or highway, or portion thereof, shall cease; and said company shall immediately thereafter remove its tracks and fixtures from such street or highway, and put such street or highway, or portion thereof, in good condition for public travel. In case said company shall fail to remove said track and fixtures, or portion thereof, and to put such street or highway, or portion thereof, in good condition for public travel, said town, city, or borough may cause such track and fixtures to be removed, and such streets or highways to be put in good condition for public travel, and may recover the expense thereof from said company in an action on this statute.

Duty of company as to repair of streets.

SEC. 6. It shall be the duty of every street railway company to keep so much of the street or highway as is included within its tracks and a space of two feet on the outer side of the outer rails thereof in repair, to the satisfaction of the authorities of the city, town, or borough which is bound by law to maintain such street or highway. But such authority shall not order said street railway company to use any better or more ex-

pensive kind of pavement or material for that part of the street or highway which it is the duty of such railway company to keep in repair, than is used by the town, city, or borough upon the remaining width of the street or highway, except for a space of one foot on each side of each rail, unless such better or more expensive kind of pavement or material was required in the order permitting the original location and layout of such railway on such street or highway. Every such municipal authority shall keep a record of all orders as to such repairs, shall serve a copy thereof upon the railway company, and such order shall state the time within which repairs are to be completed, which time shall not be less than thirty days from the service thereof; and upon failure upon the part of the company to make the required repairs within the time fixed by the order, such repairs may be made by the municipal authorities interested, and the expense thereof recovered from the railway company in an action upon this statute.

SEC. 7. Every street railway company may transport both persons and property, but in the transportation of any merchandise other than such small packages or bundles as are carried by its passengers, shall be subject at all times to such regulations as may be prescribed from time to time by the superior court or by any judge thereof, upon the application of such street railway company, or of any person interested in any manner in such transportation, or by any town, city, or borough in which such street railway is located, upon such notice as said court or said judge shall deem reasonable; and any orders made by any such court or judge may extend to and control such traffic over the whole line of such street railway company, whether the same be in one county or in more, or such order may be confined to any part of such railway in the discretion of such court or judge, and any order so made may, upon a subsequent application by such company, or any person interested, or by any town, city, or borough, be modified or rescinded by such superior court, or by any judge thereof, upon such notice as such court or judge may direct.

SEC. 9. Any person injured in person or property by reason of any defect in that part of the street or highway which any street railway company is bound by law to keep in repair, may bring his action therefor against both such company and the town, city, or borough which is bound by law to keep said street or highway in repair, and any judgment recovered in such

Transportation  
of merchandise.

Damage caused  
by defect in  
street which  
company should  
keep in repair.



action shall run against both of such defendants. Said railway company shall, however, pay such judgment and save the other defendant harmless therefrom, unless the court, or, if the case is tried to the jury the jury, before whom the action is tried, shall find that such defect was due in whole, or in part, to the negligence of such city, town, or borough, in which case the court or the jury, as the case may be, shall find and adjudge how much of the judgment shall be paid by the municipality without reimbursement from the railway company. The fact that the railway company has kept its said part of the street or highway in repair to the satisfaction of the municipal authority shall not operate to shift the responsibility for injuries occurring by reason of defects therein, from the railway company to the municipality.

Towns not  
liable unless.

SEC. 10. Such town, city, or borough shall not be liable for the payment of any judgment which, under the preceding section, is to be paid by the railway company, and as to which the railway company is to save the said town, city, or borough harmless, unless within sixty days after the rendition of final judgment, demand shall be made upon such town, city, or borough for such payment upon a lawful execution, duly issued in said action. If any town, city, or borough shall be compelled to pay any portion of any judgment which, under the preceding section, should have been paid by the railway company, the first selectman of such town, the mayor of such city, or the warden of such borough, shall make, and, within thirty days after such payment, file for record in the office of the town clerk of the town within which such street or highway is situated, a certificate showing the court before which such judgment was rendered, the date of such judgment, the amount paid by such town, city, or borough, and that said town, city, or borough claims a lien upon the tracks, fixtures, and other property of such railway company situated in said town, city, or borough, for the payment of such sum with lawful interest from the date of such payment; and the same shall thereupon be and become a lien upon all the tracks, fixtures, and property of such company situate in such town, city, or borough, which shall take precedence of all other incumbrances, and may be enforced and collected in the same manner as tax liens.

Alteration of  
orders made by  
authority of  
town, etc.

SEC. 11. The town, city, and borough authorities aforesaid, within their respective jurisdictions, may revise and change any orders made by them under sections



two and three of this act; but if the street railway company affected thereby has already carried out, or begun to carry out, or incurred expense in preparation for the carrying out of such original order, such street railway company may appeal from any such alteration, revision, or change, within thirty days from the service of notice upon them of the passage of such order revising or changing such former order, to the superior court, or a judge thereof; and such appeal shall be tried by said court or judge, or by a committee of three disinterested persons appointed for that purpose by said court or judge, and such court or judge may make such orders as may be deemed equitable in the premises. But such street railway company shall not have any right of appeal from an order made under section six of this act, nor from any order made by said municipal authorities, in any case where such order is not, in terms or effect, a change of a previous order which has been executed, or partly executed, or in view of which such street railway company has incurred expense in preparing to execute.

SEC. 12. Wherever the word "street" or "highway" is used in this act, it shall include all bridges. "Street" includes bridges.

SEC. 13. The selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, within their respective jurisdictions, shall have power to pass suitable regulations relating to the speed at which any such street railway company may run its cars, and may alter and amend the same at pleasure, and from such alterations or orders there shall be no appeal; *provided, however*, that none of such authorities shall, by such regulations, authorize or permit such cars to be run upon any street or highway at any greater rate of speed than fifteen miles per hour. The provisions of this act relating to the operation, construction, maintenance, and repair of street railways shall apply only to such portions of said railways as are constructed over, upon, or through any street or highway. Regulations as to speed.

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SECTION 1. No street railway shall be built or extended from one town to any other town in the public highways so as to parallel any other street railway or any railroad, unless authorized by special charter prior to January 1, 1893, or unless upon application to and a finding by the superior court or a judge thereof in the manner hereinafter provided, that public convenience and necessity require the building of such railway, nor shall any street railway be built or extended under the 1897, ch. 248. Street railway not to parallel other railway, unless.

provisions of any charter or amendment of a charter granted after the close of the session of the General Assembly of 1897, so as to parallel any other street railway in any town, or any railroad in any town except within the limits of a city, until the company desiring to build, construct, or extend its railway shall have applied to the superior court or any judge thereof, and shall have obtained from such court or such judge, in the manner hereinafter required and provided, a finding that public convenience and necessity require the construction of such railway. Any company intended to build, construct, or extend any such railway shall make an application to such superior court or such judge for a finding that public convenience and necessity require the construction of such railway: and such superior court, or such judge, shall, thereupon, fix a time and place to hear said application, and shall cause notice to be served at least twelve days before the day of hearing, upon any railroad company or companies, and upon any street railway company or companies that may be affected by the construction of such road, and upon the selectmen of any town, the warden and burgesses of any borough, or the mayor of any city, within whose limits such railway may be built. Said superior court, or such judge, shall have power to hear the parties and determine whether public convenience and necessity require the construction of such railway, and the decision of said court or judge shall be final and conclusive upon the parties. Such court or judge, upon such hearing, may make an order or finding of public convenience and necessity for the construction of such railway for a part of the distance applied for, if said court or judge shall find public convenience and necessity require the construction of a part only of such railway.

SEC. 2. Section eight of chapter CLXIX of the public acts of 1893 is hereby repealed.

1897, ch. 105.  
Street railway  
company may  
purchase land  
and change lay-  
out of road,  
when.

SECTION 1. Any street railway company organized under the laws of this state, with power to build and operate its road in any street or highway, shall have power to purchase land, by agreement with the owner thereof, to enable such company, in the building and operation of its road, to avoid heavy or inconvenient grades, or to render such road more feasible and advantageous in its operation, and may construct and operate its road over land so purchased;

*provided, however,* that such company shall not by so doing substantially change the course and direction of its road.

SEC. 2. This act shall take effect upon its passage.

SECTION 1. All street railway companies or trustees operating street railways within this state, shall, on or before the fifteenth day of September, in each year, make a return to the railroad commissioners in such form as said railroad commissioners shall prescribe, which form shall substantially follow the form required by the interstate commerce commission for steam railroads so far as such form is applicable to the business and affairs of street railways, with such additional matters as shall render said returns as complete, as to the business, property, and affairs of street railways, as are required from steam railroads under the provisions of Chapter CLXXII of the public acts of 1889. Said returns shall be for the fiscal year ending the thirtieth day of June next preceding said fifteenth day of September, and shall be signed and sworn to by the president and treasurer of the company, or by a majority of the trustees making the same. And the railroad commissioners shall annually, on or before said thirtieth day of June, furnish to the officers or trustees of every street railway company duplicate blank forms which shall conform to the requirements of this section. The provisions of sections 3589 and 3590 of the general statutes shall apply to street railways. Every company, whose president and treasurer or trustees shall refuse or neglect to make such returns, shall forfeit to the state twenty-five dollars for each day of such neglect or refusal, and said commissioners shall report such forfeiture to the treasurer, and the books of every railway company shall at all times be open to the inspection of any committee of the general assembly appointed for that purpose.

1897, ch. 156.  
Returns by  
street railway  
companies.

Forfeiture for  
neglect.

SEC. 2. The first returns under the provisions of section one of this act shall be for the period of nine months from September 30, 1897, to June 30, 1898, and thereafter, returns shall be made annually as required by section one of this act; but this act shall not affect the returns for the fiscal year ending on the thirtieth day of September, 1897, required by the provisions of said chapter CXCI of the public acts of 1895.

Railroad commissioners to publish returns.

SECTION 1. Said returns shall be published annually by said railroad commissioners in their annual report, and the expense of such publication shall be paid in the manner provided by Chapter CCXL of the public acts of 1893 for the payment of other expenses of said commissioners concerning street railways.

SEC. 2. Section fourteen of Chapter CLXIX of the public acts of 1893, entitled An Act concerning Street Railways, is hereby repealed.

Approved, June 12, 1895.

Returns of street railway companies. Pub. Acts 1895, chapter cxcii.

SECTION 1. Every street railway company, which has not apportioned the cost of its road, equipment, and permanent improvement in strict conformance with the form prescribed by the railroad commissioners, under the head of "cost of road, equipment, and permanent improvements," as directed by the act in regard to annual returns of street railway companies approved June 12, 1895, shall cause such apportionment to be made, if the same be practicable, to the approval of said commissioners in the annual returns hereafter filed by such companies, and all such companies incorporated after the first day of February, 1897, shall make such apportionment prior to the date of their first annual return to such commissioners; and in case any such company has built or shall hereafter build its road or any portion thereof by contract, or has purchased or shall purchase its road or any portion thereof already constructed, such company shall cause the contract or purchase price thereof to be apportioned as above provided, if such contract for building or agreement to purchase is so apportioned.

Forfeiture for neglect.

SEC. 2. Any street railway company failing to comply with the provisions of section one of this act shall forfeit to the state the sum of one thousand dollars

Issue of bonds by street railway company.

SEC. 15. Every street railway company may borrow money, and may secure the repayment of the same by its bonds, signed by its president and by its treasurer; and, before being issued, said bonds shall be registered in the office of the comptroller, and a certificate thereof shall appear on the face of each bond; and the comptroller shall cancel any bonds so registered which may be brought to him for that purpose, and enter said act of canceling in his register; but no street railway company shall issue any bonds of a less denomination than one hundred dollars, nor for bonds outstanding at any



one time to a greater amount than seventy-five per centum of the actual cost of the construction and equipment of said railway, which actual cost its president, treasurer, and a civil engineer approved by the comptroller, shall certify under oath has been actually expended in the construction and equipment of its railway, and any false swearing in the matter shall be perjury. The comptroller shall not permit the bonds of any street railway company registered in his office to exceed the amount limited in this act. No street railway company, unless specially authorized by the general assembly, shall issue bonds except in accordance with the provisions of this act. All such bonds, issued under the provisions of this section, may be secured by a mortgage of the property of the company issuing the same by a deed duly executed by its president under corporate seal, to the treasurer of the state and his successors in office, for the holders of said bonds, and recorded in the office of the secretary of state; and such mortgage shall equally secure all such bonds as may be issued from time to time to the full amount specified in said mortgage. The provisions of Chapter CCXVIII of the general statutes, concerning the foreclosure of mortgage of railroad companies, shall apply to any mortgages or bonds issued by street railway companies.

No street, cable, or electric railway company, chartered after the close of the session of the general assembly of 1895, shall issue its bonds under the provisions of section fifteen of Chapter CLXIX of the public acts of 1893 in excess of fifty per centum of the actual cost of the construction and equipment of such railway.

SEC. 16. The superior court or any judge thereof shall have power, in its or his discretion, whenever public convenience and necessity require, upon application of any street railway company, to authorize such company to run its cars over the track or tracks of any other street railway company for a distance not exceeding one-half mile, where two or more railway companies are operating in the same city or town, except where the only approach to any city or town upon a particular side thereof is by means of a bridge or causeway, or by means of a bridge and causeway of a greater length than said distance of one-half mile; and in such cases the superior court or any judge thereof may authorize any suburban road approaching such city or town upon such side of said city or town to use the track or tracks

1895, ch. 330.  
Limitation of  
bonds of street  
railway com-  
pany.

Running track  
of one street  
railway over  
another.



of any other road crossing such bridge and causeway, from the place where such roads meet to some central point in such city or town; *provided*, the length of track so used does not exceed the length of track actually owned and operated by such suburban roads, upon such terms as to manner of use, and upon the payment of such compensation therefor, as may be ordered and prescribed by said superior court or said judge, with power to change, modify, and revoke such order upon the application of either company.

Effect of this act on existing charters.

SEC. 17. This act shall take effect upon its passage, and be deemed an amendment to the charters of all existing railway companies operating cars by motive power other than that furnished by locomotives, dummies, or box engines used on steam railroads, and an amendment to the charters of all existing municipal corporations. All such railway companies and all municipal corporations hereafter chartered shall be subject to the provisions of this act, and all acts or parts of acts inconsistent herewith are hereby repealed. All existing statutory provisions relating to horse railroads and horse railroad companies not inconsistent with this act, shall be construed to include all street railways and street railway companies of every kind and description, irrespective of the motive power used in operating the same.

Directors to be residents of this state.

SEC. 18. A majority of the directors of all companies hereafter operating street railways in this state shall be residents of this state.

1895, ch. 283.  
Appeal from decision of city or borough authorities in matters relating to street railways.

SECTION 1. Whenever the warden and burgesses of any borough, the mayor and common council of any city, or the selectmen of any town shall make, pass, or render any decision, denial, order, or direction with respect to any matters relating to street railways which, by virtue of any public or private act or resolution, now are, or may hereafter be, within the respective jurisdictions of such warden and burgesses, mayor and common council, or selectmen, any street railway company affected thereby may appeal from any such decision, denial, direction, or order within thirty days from the service of notice upon such street railway company of the rendition, making, or passage of such decision, denial, direction, or order, to the superior court, or any judge thereof; such appeal shall be by petition to such court or judge, and shall state specifically the portion or portions of such decision, denial, direction, or order appealed from, and the reasons of

such appeal; and such court or judge shall order such notice as may be deemed reasonable to be given to such selectmen, mayor and common council, and warden and burgesses of the time and place of appearance in answer to such petition, and upon the time fixed for appearance and answer, or as soon thereafter as said court or judge shall order, such appeal shall be tried by said court or judge, and said court or judge shall make such orders in reference to said matters appealed from as may by it or him be deemed equitable in the premises, and the decision of said court or judge shall be final and conclusive upon the parties. And whenever such warden and burgesses, mayor and common council, or selectmen shall, under the provisions of section two of Chapter CLXIX of the public acts of 1893, be deemed to have refused to approve and accept any plan presented by any street railway company, said street railway company shall have a like right of appeal therefrom to said superior court, or any judge thereof; and said court or judge shall have the same powers with reference to said plan and the acceptance or modification thereof that said municipal authorities would have had under the provisions of said act, and may make all such orders with reference thereto as may be deemed equitable.

SEC. 2. Whenever the warden and burgesses of any borough, the mayor and common council of any city, or the selectmen of any town, shall, under the provisions of section two of Chapter CLXIX of the public acts of 1893, determine the location of the track or tracks of any street railway as to grade and the center line of the street or highway through which the same passes, any owner of land fronting on such street or highway, aggrieved by the location of said track or tracks as to grade and the center line of the street or highway, in front of the premises owned by him, may appeal from the decision, direction, or order locating said track or tracks, within thirty days after the making of such decision, direction, or order, to the superior court, or a judge thereof; and in case such location has been determined, but such street railway company has not constructed its track or tracks in conformity thereto prior to the passage of this act, such owner of land fronting on such street or highway who may be aggrieved as aforesaid shall have a like right of appeal from such decision, direction, or order within thirty days after the passage of this act; said appeal shall be taken in the same manner and proceeded with in all

Appeal by owner of premises fronting the street.

respects as provided for in section one of this act for appeals of street railway companies, except that said court or judge shall order like notice to be given to the street railway company as is required in said section to be given to the municipal authorities therein mentioned.

Precedence of  
appeals under  
this act.

SEC. 3. All appeals taken under the provisions of this act shall have precedence of all other civil actions in respect to the order of trial, except as provided in section 1112 of the general statutes.

Effect of this  
act.

SEC. 4. All acts and parts of acts and all parts of resolutions inconsistent herewith are hereby repealed.

SEC. 5. This act shall take effect from its passage, but shall not apply to senate joint resolution number one hundred and fifty-five amending the charters of the Norwalk Street Railway Company and the Norwalk Tramway Company.

### AN ACT CONCERNING RETURNS OF STREET RAILWAY COMPANIES.

[1893, Chapter CCXL.]

Street railway  
companies to  
bear proportion  
of expense of  
railroad com-  
missioners'  
office.

The additional printing, office and incidental expenses of the railroad commissioners imposed upon them by an act concerning street railways (public acts of 1893, Chapter CLXIX) passed at this session of the general assembly, the amount to be determined by the comptroller, shall be paid monthly from the treasury, and in July in each year, the whole amount so paid during the year ending the fourth day of July shall be apportioned by the comptroller among the several street railway companies, in proportion to the length of the tracks of their respective railways, and each company and the trustees, assignees, lessees, or other parties operating any such railway shall pay the treasurer their proportion of such amount.

### AN ACT CONCERNING THE TAXATION OF STREET RAILWAYS.

[1893, Chapter CCIX.]

Taxation of  
street railways.

The existing statutes with regard to the taxation of railroads shall be deemed to apply and extend to, and shall include all street railways of every description.

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LONG SERVICE MEDAL.

I. The medal consists of a clasp and a pendant: the clasp the design of an eagle with wings spread, standing on an oblong flat bar, bearing in numbers and block letters the term and the word "YEARS." The pendant a military cross with arms of equal length, a wreath of laurel showing between the arms and sunk below the surface, a garter in relief on the face and bearing in block letters the words "FAITHFUL SERVICE, C. N. G.," and within the garter on a raised convex field the arms of the State of Connecticut.

II. The medal for ten years' service shall be of statuary bronze; for fifteen years, the clasp of sterling silver and the pendant of bronze; for twenty years, the clasp of eighteen carat gold and the pendant of bronze; for twenty-five years, the same as for twenty with authority to recipient to have the pendant made of gold at his own expense.

III. The medal shall be worn suspended by a ribbon from the neck and in front of and just below the throat of wearer.

IV. The Long Service Medal shall be awarded in each instance by the Adjutant-General of the State only on approved application therefor made by the one entitled to receive it and forwarded to headquarters with requisition on the Quartermaster-General for same through regular channels; the applicant will state his full name, rank, the organization of which he is a member, service in detail and total service in years. Total service in the Connecticut National Guard shall determine the right to the award, and such service need not be continuous. The periods of total service for which a medal shall be granted are for ten, fifteen, twenty, and twenty-five years respectively.

V. The right of a member of the C. N. G. to receive the award of a long service medal shall be forfeited by a reduction in grade for cause, by a dishonorable discharge, by sentence and punishment by a court martial for any offense against military discipline.

VI. The medals shall be numbered consecutively and each shall have displayed on its back the number, and also the name and rank of the person to whom it is awarded. A record shall be kept in the Adjutant-General's office of the name of each person and the number of the medal awarded to him. When a person who has received a medal shall become entitled to one for the next higher grade, the old clasp shall be turned in.





STATE DECORATION FOR REVOLVER PRACTICE.

The following is a description of the State decoration for revolver practice, designed by Colonel Charles L. Burdette, commanding First Regiment C. N. G. :

The State decoration for revolver practice consists of a clasp and pendant, each of the following design :

The clasp is in the form of a bar of metal, representing two pistol cartridges joined head to head, and pointing outward. This is slightly rounded, and displays the word "Revolver" thereon.

From this clasp a bar, showing the year and the grade of qualification, is hung.

The pendant consists of a cross *formee*, constructed wholly on curved outlines, and with four arms of equal length. A wreath of oak and laurel extends between the arms, and is sunk below the face of the arms. A central *boss* in relief bears the letters "C. N. G." in relief thereon. The arms of the cross are  $\frac{3}{32}$  of an inch in thickness, and the center of the *boss* is at least  $\frac{1}{16}$  of an inch in relief.

This decoration is of statuary bronze for the first five years, and oxydized silver for the second five.





# REPORT

OF THE

## ADJUTANT-GENERAL,

State of Connecticut,

TO THE

## COMMANDER-IN-CHIEF,

SEPTEMBER 30, 1897.

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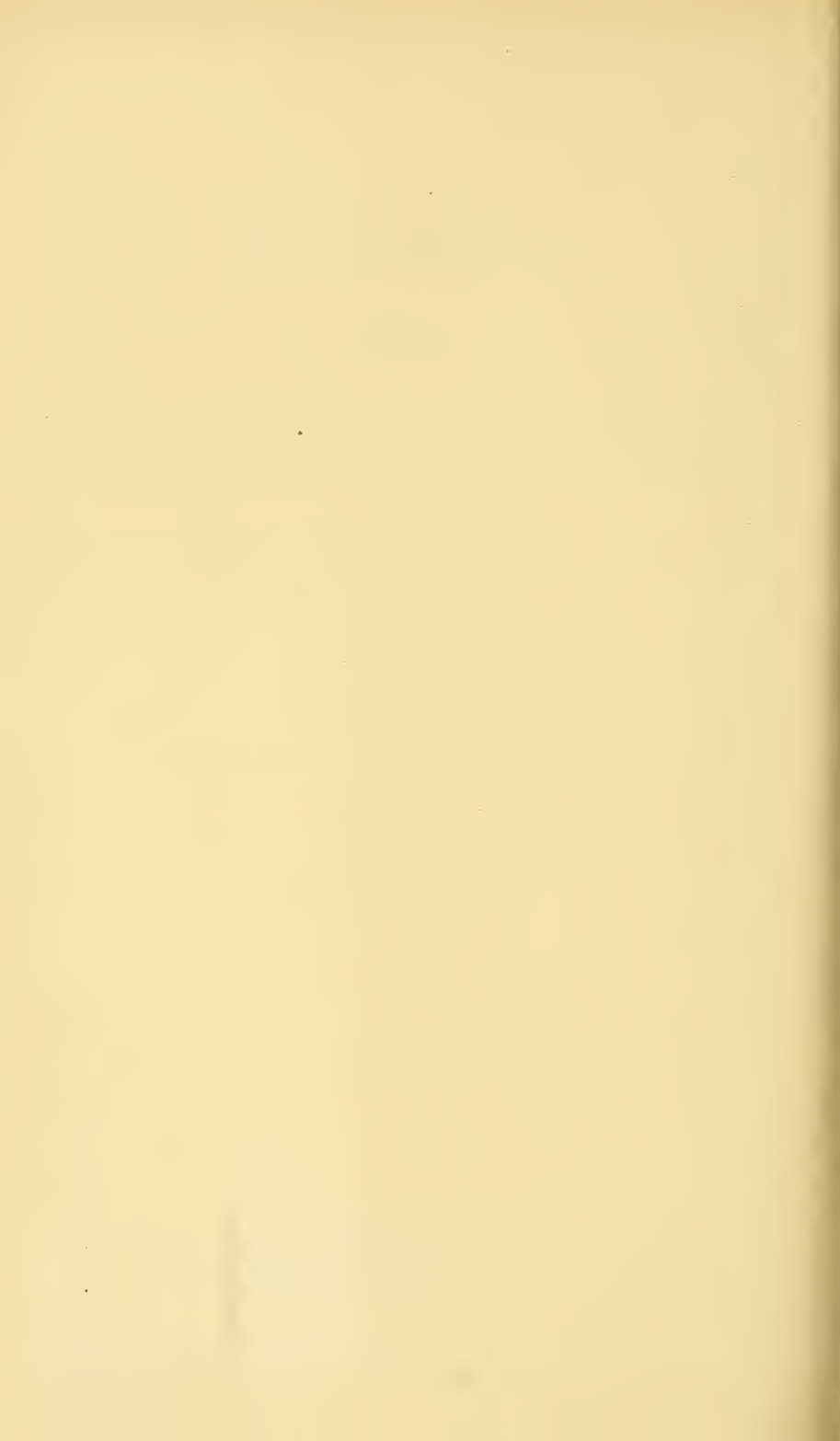
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HARTFORD, CONN.:

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1897.



# State of Connecticut.

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## REPORT.

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ADJUTANT-GENERAL'S OFFICE, }  
HARTFORD, December 1, 1897. }

*To His Excellency, LORRIN A. COOKE,*

*Governor and Commander-in-Chief.*

SIR:—I have the honor to submit the following report of this department for the fiscal year ending September 30, 1897.

### ORGANIZATION.

There has been no change in the organization of the Connecticut National Guard during the past year.

At the close of the fiscal year, September 30th, there were 203 commissioned officers, and 2,735 enlisted men in the service; total, 2,938. This is a gain over last year of 55. The membership of the different organizations will be found on pages 70-73 of this report.

### SPRING PARADE, 1897.

By G. O. No. 9, A.-G. O., dated April 8, 1897, each company of infantry, hospital, and signal corps, sections of the machine-gun battery, platoons of light artillery, and divisions naval battalion were ordered to parade, for one day, during the month of May, in their respective towns, for rifle practice and drill.

For a detailed report of these field-days, you are respectfully referred to the reports of field officers detailed to inspect and report on the drills prescribed.

## ANNUAL ENCAMPMENT.

On June 21st, orders were issued from this office directing Brigadier-General Russell Frost, Commanding Brigade, C. N. G., to assemble his command, with the exception of Naval Battalion, at the State Military Rendezvous, Niantic, Conn., August 16th, for encampment of six days. The tour of duty to be in undress uniform, to include reconnaissance in force, and outpost duty. The Brigade had proved themselves so efficient in the routine of general camp duty, that this addition to the regular work was considered essential and a step in advance of former instruction.

The report of Brigadier-General Russell Frost, Commanding Brigade, and his Staff Officers, will give you the details of this encampment. The camp was named Camp Cooke, in honor of Your Excellency. The camp, favored by weather conditions, etc., was considered quite a successful one, and the prescribed routine was performed in such a manner as to reflect credit upon the State. Good order, discipline, and work characterized the six days' tour of duty.

## GUARD DUTY.

For a number of years special effort has been made to instruct in this most important part in the education of a soldier, and to this end special instructors have been detailed from the regiments to which the guard belonged. This method has proved an excellent one in results. The guard, as a whole, were well instructed, and the duties performed in a satisfactory manner. At the recent encampment, aside from instruction from the regular officers and non-commissioned officers of the guard, no attempt was made to impart information in this direction. At least one-third of the men were recruits, and, as a rule, these recruits were detailed for guard duty, and in consequence thereof, said duty was not up to the standard of previous encampments.

## DRILLS.

As a rule, regimental and battalion drills were good. Field officers, with a few exceptions, were well informed, and handled their commands intelligently. The company drill was not allowed by the regular camp routine, although it was noticed that some colonels substituted company drills for the battalion drill in the afternoon. The abolishing of the short company drill in camp each day is a disadvantage, as there is a vast difference between marching on the hard floor of an armory and the slippery sod of camp. Many of the men were enlisted late in the drill season, and their need of company drill was quite apparent. The brigade and regiments' formations were excellent, guard mounting fair, and regimental parades, as a rule, very good.

## OUTPOST DUTY.

*Outposts.*

In marching out of camp, two officers on horseback and about ten men on bicycles, preceded detail to act as scouts, but, owing to the fact that no one was left at junction of roads to indicate proper direction, the point of the advance guard took the wrong road.

Colors of the Second Regiment were with support at junction of Roxbury and Boston Schoolhouse roads. (See map.) Other colors were seen near line of observation.

About 11 A. M., the commander of the outpost stated that the sentinels on line of observation had been posted, but that the Fourth Regiment, intended for a reserve, was lost. A detachment, under command of Major Fitch (Fourth Regiment), was found about one and one-half miles in rear of line of observation about 11:15 A. M. The Major reported the remainder of his regiment deployed in woods, and was directed by Colonel Burdett to have Colonel Sheridan assemble regiment and take post as reserve near left of line of outpost. At 11:55 A. M., one battalion (Fourth Regiment) was found under command of Colonel Sheri-



dan on Roxbury road, about middle of outpost line, awaiting orders in regard to its position as reserve. About 11:20 A. M., Captain LaBarnes, I. S. A. P., Second Regiment, stated that he had just inspected left of line of observation, and that sentinels were from twenty to thirty feet apart.

The artillery was well posted on left of line, and covered Boston Schoolhouse road. On left of outpost line, though sentinels were crowded on line of observation and posted singly, there was some attempt to form remainder of troops in groups, as pickets or supports, but near middle of line and towards right no apparent attempt was made to post the outposts according to any authorized system or method, the troops being merely formed in three lines of skirmishers at intervals of twenty or thirty yards. The second being about three hundred yards in rear of the first, and the third along road about one hundred and fifty yards in rear of second.

The manner in which the outposts were posted indicated clearly that more attention was given to making the line effective against the patrols that had been sent out with a view to testing the efficiency of the line, than to posting the outposts according to any recognized system, and instructing the men accordingly.

#### RECONNAISSANCE IN FORCE.

Firing was begun by the defense before time set for reconnoitring to begin. About 1.45 P. M. Gatling gun posted on left of outpost's line of defense fired a few rounds.

At 2.35 P. M. artillery of reconnoitring column took up an admirable first position about 1,800 yards from enemy's main line.

About 3.00 P. M. attacking artillery opened fire from first position with two guns, and infantry's advance guard approached the bridge. The defense then opened fire with a Gatling gun posted as an outpost, on left of line, and all sentinels on line of observation before the reconnoitring column had crossed the bridge at Gorton's Mill. The attacking infantry then rushed over bridge at double time and advanced on enemy in squads or in columns of fours along road, making a very little attempt to adopt the





LEAVING CAMP FOR OUTPOST DUTY

*E. E. Dewitt, photo.*

prescribed attack formation. In some cases no apparent endeavor was made to control the fire of the attacking party, and rapid fire was begun as soon as the enemy was sighted. The Gatling gun of defense on outpost line, instead of retiring as soon as fired upon, in accordance with paragraph five of the orders, held its position until surrounded by advancing troops.

From beginning to end of attack, men rushed over ground in squads, firing as they ran, or simply marched along road in columns of fours. One company marched along road to within about 100 yards of an intrenched position of defense, and then changed direction so as to expose their flank to the enemy, and, finally, wheeled by fours into line and opened rapid fire standing. After arriving at position from which rapid firing should have begun, many men of the attacking force all along the line continued to fire standing, until recall was sounded.

The position taken up by the defense was an excellent one, and had the commander of the defense withheld his fire until the reconnoitring force had arrived at the position from which the advance was ordered to be made, and also withdrawn the Gatling gun posted in advance, as directed, his dispositions and work would have been beyond criticism, except that men on main defensive line failed to screen themselves by cover as much as they should have done. The hasty intrenching done by defense was most excellent. As it was, however, the premature firing by the defense resulted in a great measure in so changing the plans of the commander of the reconnoitring force, as to make the work of the latter not an instructive lesson in progressive attack formation, as it was intended by the Brigade Commander that it should be, but merely a very poor exposition of sham battle attack, which it was expressly desired to avoid. Owing, possibly, to premature firing of the defense and the misunderstanding of the commander of the reconnoitring columns as to what ground was considered impassable, the attack was not made over the ground which it should have been made upon.

To have given his command the instructive lesson which it was intended that the work should afford, the commander of the

reconnoitring force should have formed his three infantry regiments on road north of Gorton's Mill, and then sent the troops forward over the hill in front in successive lines of attack, and diminishing the distances between lines from those ordinarily prescribed for attack, so as to conform to the short distance about 800 yards, over which the lack of suitable ground necessitated that the advance should be made.

The object of a reconnaissance in force is not to capture the enemy, but to develop his strength; the sending of the Second Regiment on a roundabout road to get in rear of the enemy's position was therefore an error.

#### COMMISSARIAT.

The same general plan of messing the troops as last year was carried out by Brigadier-General A. P. Day, Commissary-General, who was indefatigable in his efforts to have contracts carried out according to agreement. The results were, perhaps, as satisfactory as they could possibly be under the plan. I am very much in favor of issuing rations in bulk, on the army plan, and having company cooks detailed. This course would instruct our men in caring for themselves and give much greater satisfaction.

#### SIGNAL CORPS.

General Orders, No. 15, A.-G. O., directed that the tour of duty for the Signal Corps include at least two days of maintenance of signal stations on Fisher's Island, and such other points on the "line of defense" of the coast of the State as might be deemed advisable by the Brigadier-General commanding.

Sections of the Corps took positions at Block Island, Fisher's Island, and Plum Island. They maintained these positions for two days, as ordered, and demonstrated that with the sun shining we would experience no difficulty in communicating by heliograph to the stations mentioned.

The central station was at Mt. Prospect, Fisher's Island, near where the main battery is to be located, with a secondary station at Plum Island, and a station of observation at Block Island.



Communication was maintained with camp through one intermediate station. Distance, Block Island to Fisher's Island, 22½ miles; Fisher's Island to Plum Island, 11 miles; Fisher's Island to State Camp, 13 miles. Distance, Block Island to Camp, 35½ miles. Length of whole line, 46½ miles.

The details, particularly the Block Island detail, were instructed to watch for the evening's ships, and, if seen, to report to the main battery and to camp their size, position, distance, and course. The heliograph was used exclusively, and a large number of messages transmitted, such as the following:

“Block Island, 2 P. M., August 17th.

“To Chief Signal Officer, State Camp:

“Small pleasure boats sighted so far. Do you expect anything else?  
BLAKE, Lieut.”

To which the following reply was sent:

“To Block Island Station, Lieut. Blake:

“Watch for torpedo boats — will probably try to run the ‘Race’ to-night.  
GIDDINGS.”

The work was made as realistic and practical as possible.

All of the details were quartered in shelter tents, and, on the stations where wood was obtainable, cooked their own food. A government launch, manned by a detail from the Naval Battalion, C. N. G., was used to put details on their stations.

Upon the return of the Corps to the State Camp, the officers and non-commissioned officers were given instruction in the plane table method of field sketching, by intersections and by traversing.

#### INSPECTION.

Colonel James B. Houston, A.-D.-C., and Captain J. Milton Thompson, U. S. A., Inspector of Military Forces on your Staff, were detailed to inspect the work done at Camp Cooke. I respectfully submit the report of Colonel Houston as part of my report:

THOMPSONVILLE, CONN., Sept. 7, 1897.

*Adjutant-General, State of Conn.*

SIR:—I have the honor to submit herewith my report on the guard duty, drill, and field maneuvers at Camp Cooke during the week, Aug. 16-21, in accordance with instructions given in G. O. 19, A.-G. O., c. s.

In company with Capt. J. Milton Thompson, U. S. A., I personally inspected the guards at quarters and on post.

The guard of the First Regiment was good. The men challenged promptly and properly, and gave evidence of having had good instruction at home station.

The guard of the Second Regiment was poor. The non-commissioned officers were generally fairly well informed, but the men were almost entirely new men, and, beyond being able to challenge promptly, had but slight ideas of the duties of sentinels.

The guard of the Third Regiment was only fair. The non-commissioned officers were good, but the men were mostly recruits, and only fairly informed.

The guard of the Fourth Regiment was very poor. The non-commissioned officers were poorly informed, and the men were largely recruits without any training in their duties.

The guard of the Separate Company was very poor. I can conceive of no military reason for continuing this organization in the service.

As the above indicates, in the performance of guard duty, the Brigade has gone backwards. One reason for this seems to lie in the fact that no provision was made in orders for the detail of competent instruction. Theoretically, in a brigade, regimental commander should not be recognized as commanding officers, but in a camp of instruction, such as Camp Cooke was intended to be, there is no question but that the best possible results will be obtained by requiring regimental commanders to have immediate oversight of their guard details, and by holding them responsible for the proper performance of the duty. This has been the method pursued for some years past, and the high rating of the Brigade in guard duty during these years is due to this fact. This year there were no instructors on the guard line other than the officers and non-commissioned officers of the guard, and while they are supposed to instruct their men, having other duties to perform, they do not give the care and attention which the subject demands, and which instructors specially detailed will give.





*E. E. Devitt, photo.*

ON THE MARCH — OUTPOST DUTY.

Again, in most of the regiments the guard details throughout the week were made up largely of new men, the older and better instructed men seemingly being kept in the companies for drill purposes. Camp is not the place to instruct men in the rudiments of guard duty; this should be done in the armories, leaving camp week for more advanced work. The practice of detailing men who have been enlisted since the close of the last drill season, for the responsible and soldierly duties of sentinels, is thought to be detrimental, and should be discouraged. The command which selects old and well-instructed men for guard receives a good report, while the one that selects men never before instructed, necessarily receives a poor one.

I know of but one remedy for this: throw out as not subject to detail all recruits, and then require all details to be made strictly in compliance with roster.

#### DRILLS.

There is no question but that the parade ground is too small for proper drill purposes, and so this year the hours were arranged so as to have but two regiments on the field at a time. This gave considerable more room, and permitted the work in extended order drill to be more satisfactorily carried out, though none of the commands gave the amount of time to this that they should, too much time being given to close order formations and preparations for ceremonies. In the matter of ceremonies the Brigade sustained the high reputation it long has had. The three brigade formations, and the reviews following, were all excellent, as were the daily guard mountings and regimental parades. There is altogether too much time spent in such work. It is not the time actually used to go through them that is objected to, but the fact that a great deal of time that should be devoted to company, battalion, and regimental drill in extended order is used to prepare for them.

They should be done away with largely, if not entirely. From my observations of the drills, I would earnestly recommend for another year the encampment of two regiments at a time; the abolition of brigade movements; the abolition of Governor's Day; the requirement that each regiment spend at least three days in the field in practical exercises. The abolition of company drills was, in my opinion, a mistake. There is not an armory in the State large enough to permit a company to drill extended order cor-



rectly as to distances. Some of the regimental commanders seemed to realize this fact, and, later, obtained permission to use part of the time assigned to battalion drill for company drill.

The Light Battery, considering how it is handicapped in being located in two small towns, having antiquated guns, and poor equipments, did good work. This battery, however, should be mustered out of the service, and a Light Battery with modern guns and equipments organized in one of the larger cities, where it could be maintained in good shape, and be a credit to the State.

The Machine-Gun Battery also, in my opinion, should be disbanded, and each section returned to the regiment in its district. There can never be a probability of this battery being called into actual service as a unit, and its present organization simply complicates matters.

The Signal Corps did very effective work during the week. Stations were established on Block Island, Fisher's Island, and Plum Island, and messages were sent back and forth between them and camp. The corps is in excellent condition, and well provided with instruments and field equipments.

#### FIELD EXERCISES.

On Tuesday morning the Brigade was sent out of camp to take up position on the Roxbury road for practical instruction in outpost duty.

The plan for this exercise was carefully prepared, and was intended to illustrate one or more systems of outpost duty. For some unknown reason the line to be occupied was greatly reduced without corresponding reduction of forces, consequently, the four regiments did not have sufficient room for extension in illustration of any known system recorded in military works. The fact that the order announced that certain patrols representing the enemy would attempt to penetrate the line of observation, apparently caused all systems to be abandoned for the object of preventing said penetration. The order contemplated instruction in some authorized system of outpost duty, and the patrols were only an incident of the system to assist in making the illustration more real.

Two regiments occupying the position as planned, and taking a day to the exercise would have accomplished good results, for, after the various lines had been established, they could have been inspected and errors pointed out and corrected.





HALT, OUTPOST DUTY.

*E. E. Devitt, photo.*

The Brigade needs this practical work more than anything else.

About noontime the troops were assembled, and Col. Burdett, with the First Regiment and the Machine-Gun Battery, took up a line of defense, guarding the camp from attack from the west, between certain points. The remainder of the Brigade, under Col. Tyler of the Third Regiment, was to make a reconnaissance in force toward the camp, with the idea of unmasking a body of troops reported to be in that locality. The order for this work merely contemplated the extension of troops on varied ground, for the purpose of drill, but the idea seemed to prevail that it was for the purpose of seeing which commander or command could get the better of the other. The work should have been confined to the practice of tactical principles and the theories learned in the drill-room, and not to test the relative skill of commanders or commands.

The position taken by Col. Burdett and the manner of occupying it was admirable. Col. Tyler also had a well-arranged plan for feeling the enemy, and if the ground occupied had been more extended as to depth, so that proper distances as relates to fire discipline could have been observed, and the whole exercise worked out without coming into actual collision, the work would have been well done and of profit.

As it was, less than 600 yards was between the opposing forces at the start, and the maneuver soon degenerated into a species of sham battle, and its value as a practical exercise was lost.

To make this work of benefit, ground should be chosen where there is ample room, the terrain carefully studied, and umpires appointed to rigidly enforce the rules laid down for such exercises in the U. S. Army.

The personnel of the Brigade is good, and in its field officers, as a rule, the Brigade is particularly fortunate. Most of them are able, practical soldiers, capable of getting the best work out of their men, but there is some dead wood, and the authority given the Commander-in-Chief, in Sec. 15, Chap. CCXXII Public Acts 1897, if exercised, would give an opportunity to greatly strengthen at least one of the regiments.

Respectfully,

JAS. B. HOUSTON,

*Colonel and A.-D.-C.*

## DRILL SEASON OF 1896-1897.

At the close of the drill season of 1896, the figure of merit of the Brigade was 90.97. The organization ratings being as follows:

Machine-Gun Battery, . . . . .	96.13
Second Regiment, . . . . .	95.27
Brigade Signal Corps, . . . . .	94.64
First Regiment, . . . . .	93.45
Battery A, . . . . .	91.90
Third Regiment, . . . . .	90.37
Fourth Regiment, . . . . .	87.79
Naval Battalion, . . . . .	85.32
First Separate Company, . . . . .	83.87

These figures speak more forcibly than I am able to of the interest and hard work manifested by officers and men to perfect themselves in drill and discipline. At the beginning of the drill season, in order to know the exact standing of each company, as well as their proficiency in drill, discipline, cleanliness, etc., I directed Captain J. Milton Thompson, U. S. A., Inspector of Military Forces on your Staff, to make a careful inspection of each company of the Guard, and to report on blanks furnished by this office for that purpose. I submit his report, believing that it will stimulate the Guard to greater effort toward proficiency.

## PENNSYLVANIA RIOTS.

First Lieutenant Jonathan M. Wainwright, Paymaster, First Regiment, C. N. G., applied for and received permission from this office to visit Hazelton, Pennsylvania, at his own expense, during the recent miners' strike there. He visited the scene of trouble, and his report, which will be found on page 173, is the best evidence of careful and intelligent study on the part of an able and zealous officer.

## RIFLE PRACTICE.

This branch of the service is under the supervision of the Brigade Inspector of Small Arms Practice and Ordnance Officer,



# TABULATED STATEMENT

Of the Infantry of the Connecticut National Guard for the Drill Season ending May 31, 1897.

SCALE OF POINTS.	Maximum.	FIRST REGIMENT.										SECOND REGIMENT.										THIRD REGIMENT.								FOURTH REGIMENT.								SEPARATE COMPANY.	
		A	B	C	D	E	F	G	H	I	K	A	B	C	D	E	F	G	H	I	K	A	B	C	D	E	F	G	I	B	C	D	E	F	G	I	K		
ATTENDANCE.	20																																						
Present at roll call.....		49	43	60	60	41	62	51	50	61	54	64	61	53	52	52	63	58	37	62	41	44	63	54	40	49	55	41	46	42	47	36	47	45	46	34	46	31	
Absent .....		14	15	5	6	22	5	15	9	5	14	3		8	14	13	5	4	14	3	17	10	4	8	11	12	8	10	9	16	16	21	12	17	11	29	17	31	
Total strength of Company.....		63	58	65	66	63	67	66	68	66	68	67	61	61	66	65	68	62	51	65	58	54	67	62	51	61	63	51	55	58	63	57	59	62	57	63	63	62	
Absent with leave.....			1	1	16					5					2					1	10			1					10	2	10		16			10			
Absent without leave.....		14	15	4	5	6	5	15	9		14	3		8	14	11	5	4	14	2	7	10	4	7	11	12	7	10	9	6	14	11	12	1	11	29	7	31	
Present drilling.....		40	41	60	56	41	48	41	57	61	49	60	58	49	48	47	58	56	31	62	38	38	62	50	35	48	44	38	45	42	45	36	45	39	43	31	46	30	
Total score for attendance.....		15.54	14.82	19.81	18.18	13.	18.50	15.44	17.34	18.18	15.88	19.10	20.	17.36	15.75	16.	18.52	18.70	14.50	19.06	14.12	16.28	18.80	17.41	15.68	16.02	17.46	16.06	16.72	14.48	14.92	12.62	15.92	14.50	16.14	10.78	14.60	10.	
Relative order of merit.....		25	28	2	9	34	8	26	14	9	22	3	1	13	23	20	7	6	30	4	33	16	5	12	24	19	11	18	15	32	27	35	21	30	17	36	29	37	
INSPECTION.	40																																						
Ceremony of inspection.....		9.	8.6	8.5	8.5	7.5	9.5	8.5	8.5	8.5	9.9	9.1	8.8	8.5	9.5	6.9	9.	8.5	7.5	10.	8.	8.3	8.6	8.3	8.3	8.5	8.5	8.5	9.3	8.5	8.	8.5	7.	7.5	8.	6.5	8.	5.	
Uniforms.....		9.6	8.	7.2	8.5	8.	10.	8.4	8.8	8.5	10.	8.8	9.3	8.6	7.2	9.	7.7	8.1	8.5	9.	8.5	9.	9.7	8.8	9.8	8.6	9.	9.6	10.	8.5	9.3	8.	7.5	7.5	8.2	7.4	8.	6.5	
Equipments.....		9.2	9.	9.	9.	9.	10.	9.	9.	9.	10.	9.	9.	9.5	9.	10.	10.	9.	9.	9.	9.	9.	9.	9.	9.	9.	9.	9.	10.	9.	9.5	9.	9.	9.	9.	9.	9.	9.	
Company rooms.....		10.	9.	9.	9.5	9.5	10.	8.5	9.	9.	10.	10.	10.	9.5	9.8	9.5	10.	9.5	8.	9.5	6.	9.	9.	9.	9.	5.	10.	8.	10.	9.5	8.5	9.5	9.5	9.	9.	8.	10.	9.	
Total score for inspection.....		37.8	34.6	33.7	35.5	34.	39.5	34.4	35.3	35.	39.9	36.9	37.1	36.1	35.5	34.4	36.7	35.1	35.	37.5	31.5	35.3	36.3	35.1	36.1	31.1	36.5	35.1	39.3	35.5	35.3	35.	33.	33.5	34.2	30.9	35.	29.5	
Relative order of merit.....		4	25	30	14	29	2	26	16	22	1	7	6	11	14	26	8	19	32	5	34	16	10	19	11	35	9	19	3	14	16	22	32	31	28	36	22	37	
DRILL.	40																																						
School of Soldier.....		8.5	8.4	8.2	9.1	8.5	9.1	8.	8.4	9.	9.5	9.4	9.	8.	9.	8.4	9.	8.5	7.	9.5	8.	8.6	9.3	8.	8.3	8.5	8.5	8.8	9.3	8.	8.	7.5	7.5	7.5	7.5	7.5	8.	5.	
School of Company.....		8.	8.	8.	9.3	9.	10.	8.5	8.5	9.2	10.	9.	9.	8.	9.	8.	9.5	9.	8.	9.5	8.5	8.3	9.6	8.	8.	8.	8.	9.8	8.5	8.5	7.5	8.	7.5	8.	7.4	8.5	6.		
Extended order.....		7.	7.	7.	8.	7.	9.	7.	7.	7.5	9.5	7.	7.5	6.	7.5	7.	8.5	7.	7.	7.	7.	7.	7.	7.	7.	6.	7.	8.	8.	7.5	6.	7.	6.	6.	7.	4.			
Guard Duty.....		7.5	8.2	9.5	9.	8.	9.	8.5	9.	8.5	9.8	9.1	9.	8.5	8.5	7.	9.8	9.	8.5	8.	8.	8.5	9.5	8.5	8.6	8.	7.5	9.5	9.	8.	8.	7.	8.	7.5	8.	6.5	8.	9.	
Total Score for drill.....		31.	31.6	32.7	35.4	32.5	37.1	32.5	32.4	34.7	38.8	34.5	34.5	30.5	34.	30.4	36.8	33.5	30.5	35.	31.5	32.4	35.4	31.5	31.9	30.5	31.	35.3	36.1	32.	30.5	28.	30.5	29.5	29.5	27.4	31.5	24.	
Relative order of merit.....		24	21	14	5	15	2	15	17	9	1	10	10	27	12	32	3	13	27	8	21	17	5	21	20	27	24	7	4	19	27	35	27	33	33	36	21	37	
EFFICIENCY OF OFFICERS.	30																																						
Captains.....		8.5	8.5	8.5	9.6	8.5	10.	9.	9.	9.5	10.	9.6	9.5	9.5	9.5	8.	9.	9.	8.	9.8	8.5	9.	9.5	8.5	8.	8.	9.	9.	10.	9.5	8.5	9.	8.5	9.	8.5	8.	9.	8.5	
Lieutenants.....		8.	9.	8.	8.5	9.	9.5	8.	8.8	8.5	10.	9.5	9.5	7.	9.	7.5	9.5	9.	9.	9.	8.5	8.5	9.	8.	8.	8.5	9.	9.5	8.	8.	7.	6.5	8.5	8.	7.5	8.	7.		
Non-Commissioned.....		7.5	8.7	8.	8.5	9.	9.	8.5	8.5	8.5	9.8	9.	9.	7.	8.5	7.	9.9	8.5	8.5	9.	8.	7.	9.	8.	7.5	7.8	8.	8.5	9.	8.	7.	6.	8.	7.5	7.5	7.	8.	6.5	
Total for efficiency of Officers.....		24.	26.2	24.5	26.6	26.5	28.5	25.5	26.3	26.5	29.8	28.1	28.	23.5	27.	22.5	28.4	26.5	25.5	27.8	25.	24.	27.5	24.5	23.5	23.8	25.5	26.5	28.5	25.5	22.5	21.5	25.	24.5	24.	22.5	25.	29.	
Relative order of merit.....		28	16	24	10	11	2	17	15	11	1	5	6	31	9	33	4	11	17	7	21	24	8	24	31	30	17	11	2	17	33	37	21	24	28	33	21	36	
COURTESY AND DISCIPLINE.	20																																						
Military courtesy.....		9.	9.5	9.	8.5	8.5	10.	8.5	8.5	9.	10.	9.	9.	8.5	9.5	8.	9.5	9.	8.5	9.	8.	9.	9.5	9.	7.5	9.	9.	9.	10.	8.	9.5	8.	8.5	8.5	9.	7.5	9.	9.5	
General discipline.....		9.	9.	8.5	9.	8.5	10.	9.	9.	9.	10.	9.	9.	9.	9.5	8.	10.	8.5	7.5	9.5	8.	9.	9.5	9.	9.	9.	9.	10.	8.5	9.5	5.	8.5	8.5	9.	8.	8.	9.		
Total score for courtesy and discipline.....		18.	18.5	17.5	17.5	17.	20.	17.5	17.5	18.	20.	18.	18.	17.5	19.	16.	19.5	17.5	16.	18.5	16.	18.	19.	18.	16.5	18.	18.	18.	20.	16.5	19.	13.	17.	17.	18.	15.5	17.	18.5	
Relative order of merit.....		11	8	21	21	27	1	21	21	11	1	11	11	21	5	33	4	21	33	8	33	11	5	11	31	11	11	1	31	5	37	27	27	11	36	27	8		
TOTALS.	150	126.34	125.72	128.21	133.18	123.	143.60	125.34	128.84	132.38	144.38	136.60	137.60	124.96	131.25	119.30	139.92	131.30	119.	137.86	118.12	126.48	137.	126.51	123.68	119.42	128.46	130.96	140.62	123.98	122.22	110.12	121.42	119.	121.84	107.08	123.10	104.	
Relative order of merit on aggregate score.....		19	20	16	9	26	2	21	14	10	1	8	6	22	12	31	4	11	32	5	34	18	7	17	24	30	15	13	3	23	27	35	29	32	28	36	25	37	

Regimental Average.....First Regiment....131.09.....Second Regiment....129.59.....Third Regiment....129.14.....Fourth Regiment....118.59.

From inspections made by Captain JOHN MILTON THOMPSON, 24th U. S. Infantry, Inspector Military Forces, Connecticut.







*E. E. Devault, photo.*

SECTION PLATOON, BATTERY A, OUTPOST DUTY.



C. N. G., who annually makes return of those members of the Connecticut National Guard qualifying as marksmen, first-class marksmen, and sharpshooters. The return for the fiscal year indicate progress and enthusiasm on the part of the officers and men for this important branch of the service.

The issuing of revolvers to all the commissioned officers has proven very satisfactory, especially since the State decoration, for revolver practice has been prescribed. This decoration, designed by Colonel Charles L. Burdett, commanding First Regiment, C. N. G., when completed, will be one of the handsomest ever issued by the State, and is an incentive for faithful and persistent work in revolver practice.

The annual State rifle match for teams from each organization in the Connecticut National Guard was held at the State Rifle Range, Niantic, September 28, 1897, at 11.30 A. M. Teams were present from the First, Second, Third, and Fourth Regiments, and Naval Battalion, C. N. G., and in accordance with G. O. No. 23, A.-G. O., dated Hartford, October 13, 1897, prizes were awarded as follows:

First prize — Bronze bust of the ex-Governor, Luzon B. Morris, Third Regiment. Score, 200 yards, 329; 500 yards, 337. Total, 666; per cent., 79.29.

Second prize — Silver loving cup, Second Regiment. Score, 200 yards, 320; 500 yards, 307. Total, 627; per cent., 74.64.

Third prize — Etching of Generals Grant, Sherman, and Sheridan, First Regiment. Score, 200 yards, 310; 500 yards, 272. Total, 582; per cent., 69.29. This prize, having been won three times by the First Regiment, has now become the property of that organization.

Lieutenant Carey Congdon of Company I, Third Regiment, a member of the Third Regiment team, enjoys the distinction of scoring 63 in 1896 and 64 in 1897, out of a possible 70, making the highest score ever made in a Brigade match.



## GRANT MONUMENT INAUGURAL PARADE.

Your Excellency, having decided to have the State represented at the dedication of the monument erected to General Grant, in New York city, April 27, 1897, the First and Second Company of Foot Guards, and Second Company of Horse Guards, with Company F, Second Regiment, and Company I, Third Regiment, C. N. G., promptly volunteered their services as escort to the Governor and Staff.

While other states had a much larger representation than ours, Connecticut did not suffer in consequence, as the military appearance, discipline, and conduct of your escort fully made up in quality what was lacking in quantity.

## NAVAL MILITIA.

The Naval Militia, as now organized, consists of a Naval Battalion, comprising the First Division and Engineer Division, located at New Haven, and the Second Division located in Hartford.

The numerical strength of the Battalion is one hundred and seventy-two (172) officers and men. This organization has an intelligent and enthusiastic membership, and could be utilized in case of emergency for shore duty, or as infantry. The divisions in New Haven have the United States monitor, *Wyandotte*, one steam launch, and pulling boats, loaned by the United States Navy Department, which has also, for delivery to the Second Division, one steam whale boat, and two rowing boats (loaned), and one pulling boat (purchased). As boat work (aside from Infantry drill), seems to be the principal feature of duty performed by the Naval Battalion, the retainment of the monitor, *Wyandotte*, and the expense incurred by the State for her maintenance, is not only a burden and responsibility, but the vessel itself is of no practical value in the way of instruction. I cannot learn that she is of any use, except as a landing place for boats, and, in my judgment, should be returned to the Navy Department as soon as possible.





OUTPOST.

*E. E. Devitt, photo.*

## EXAMINING BOARD.

General Orders, No. 14, A.-G. O., May 26, 1897, appointed Examining Board, to consist of Colonel Charles L. Burdett, Commanding First Regiment, Colonel Lucien F. Burpee, Commanding Second Regiment, and Captain J. Milton Thompson, U. S. A., Inspector of Military Forces. Ensign Nathan G. Twinning was also appointed an additional member of the Board during the examination of officers Naval Battalion, Connecticut National Guard. The latter officer receiving orders to rejoin his vessel, declined the position. Ensign Frank H. Scofield, U. S. N., was appointed in special orders to fill his place.

The Board convened one day in Hartford, two days each in New Haven and Bridgeport, and one day in New London, for the examinations of officers for commissions.

There were 84 officers ordered before the Board, of which 79 passed, and have received their commissions; one failed and was allowed another examination; and four failed, whose appointments were revoked and they received discharges. There has been a commission issued to one chaplain who was not required by law to be examined.

## NEW EQUIPMENTS.

By recent Act of Congress we have been able to re-arm the Brigade with the latest pattern U. S. Government Springfield rifle, caliber .45, exchange the old Peabody rifle for the new arm. This change fills a long-felt want, and, in my opinion, we have a better arm for use of the State than the Kraig-Jorgensen rifle adopted by the U. S. Army.

Forage caps of the latest army pattern have also been obtained from the Government for the enlisted men, without expense to the State.

## CAMP IMPROVEMENTS.

During the summer the floors of the mess-houses at the State military rendezvous at Niantic have been concreted, new sewers have been laid to take off the overflow water, iron sinks substituted for the old wooden tubs, and the danger from disease thereby reduced to a minimum.

## PENSION AND WAR SERVICE CLAIMS.

The business of this office in regard to pension, and other war claims, including the quarterly execution of vouchers, is steadily increasing.

A reference to the report of the Assistant Adjutant-General on page 190 will show that there were 311 claims filed during the fiscal year, against 183 for year 1896, and 116 for year 1895. The quarterly execution of vouchers has naturally increased in proportion, and requires all the clerical force of the office for two and three days at the beginning of each quarter.

This office has been eminently successful in the prosecution of pension claims, and its work, which is done gratuitously for the veteran, at the expense of the State, has proved a boon and a blessing to many a veteran and his dependents.

## MILITARY ENROLLMENT.

For the past year the report is as follows:

Total number enrolled, . . . . .	112,152
Total number liable to military duty in case of war, . . . . .	108,646
Total number exempt for legal causes, . . . . .	26,648
Total number liable to commutation tax, . . . . .	85,504

The above is a gain over last year of 3,620.

The amount due the State this year, after deducting the ten per cent. allowed by law for the uncollectible part of the tax, is \$153,908.

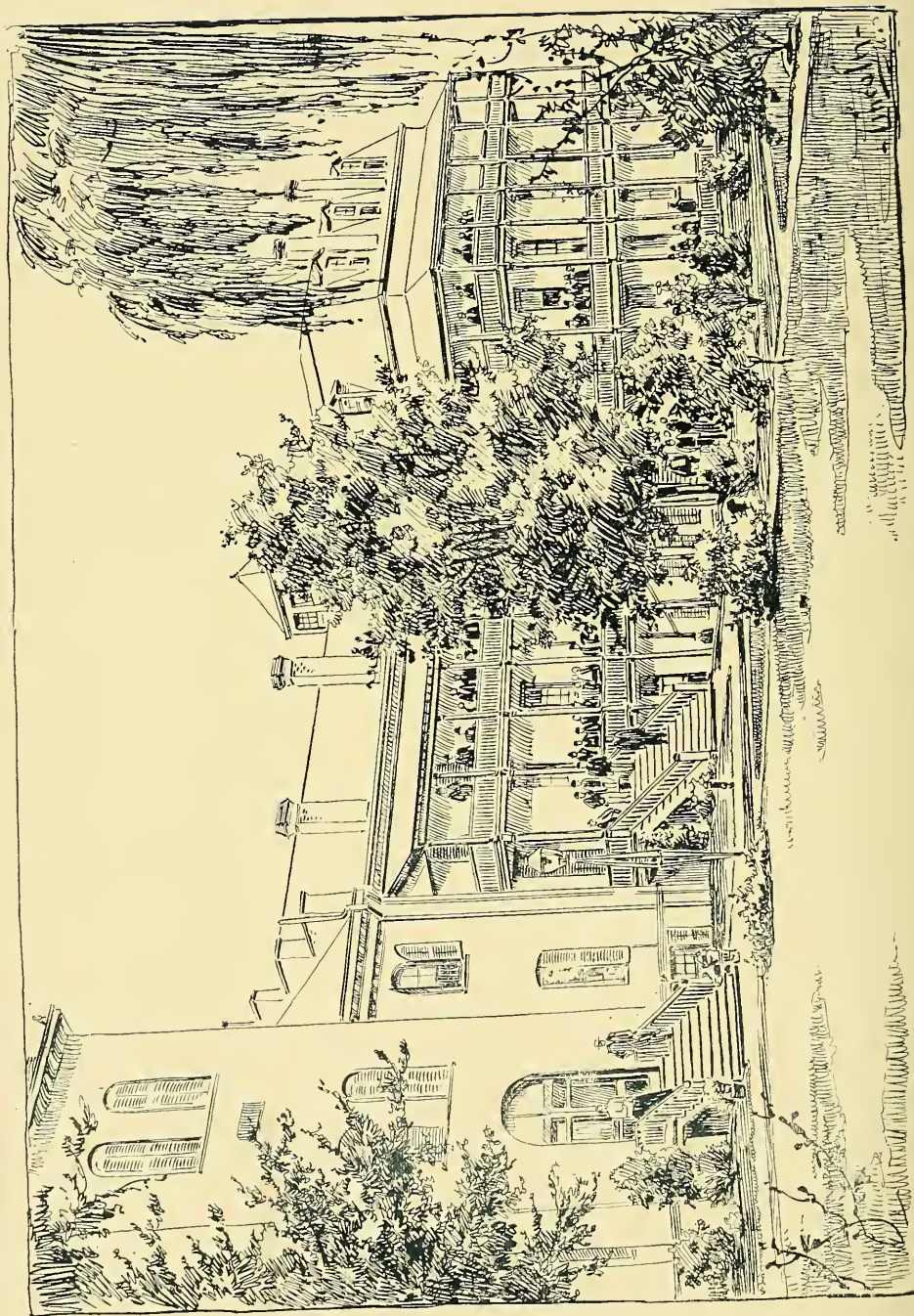
## EXPENSES OF THE NATIONAL GUARD.

The following disbursements were made by the respective offices during the fiscal year ending September 30, 1897:

Adjutant-General, for print'g, station'y, and gen. office expenses, \$3,835.23	
Quartermaster-General, . . . . .	75,884.95
Paymaster-General, . . . . .	47,219.68
Commissary-General, . . . . .	13,841.01
Surgeon-General, . . . . .	233 95
Comptroller for salaries, office expenses, and audit, . . . . .	11,804.66
Total,	\$152,819.48







SOLDIERS' HOME, NOROTON, CONN.

## GOVERNOR'S GUARDS.

These organizations, comprising two companies of infantry and two of cavalry, are located in Hartford and New Haven, respectively. The companies of Foot are in good condition. The companies of Horse are in their ordinary state of efficiency.

## SOLDIERS' HOME AT NOROTON, CONN.

This Home is under the care and management of a board, consisting of the Governor, Adjutant-General, Surgeon-General, and three members of the Grand Army of the Republic, nominated by the Department Commander of that organization for this State and confirmed by the Governor. Meetings of the entire board are held quarterly. The Executive Committee, consisting of Captain A. B. Beers of Bridgeport, General L. A. Dickinson of Hartford, Colonel W. E. Morgan of New Haven, meet at least twice each month.

The State has reason to be proud of this institution, and the way in which it is managed by Captain James N. Coe, its efficient superintendent.

The report for September 30, 1897, shows that 467 old soldiers were inmates of the Home and hospitals. The expenditures by the State for the fiscal year ending September 30, 1897, have been \$69,500, but during this period the United States Government has reimbursed the State to the amount of \$39,650, leaving a net expense of only \$29,850 for the maintenance of our deserving veterans. The amount received from the Government does not appear on the books of the Home, as the same is paid to the State Treasurer.

The average cost per capita for the year, as shown by the books of General L. A. Dickinson, treasurer of the Home, is only \$159.33.

The foregoing figures speak for themselves, and when we take into consideration the large percentage of the membership in the hospital under medical treatment, and many entirely helpless, this is a remarkable showing and emphasizes the fact that the Home is

under an intelligent and economical management. On each of my visits I have taken occasion to talk with the old soldiers, some of whom were my comrades in the army during the War of the Rebellion, as to the management of the institution, and have yet to receive the first complaint. All seem as happy and contented as it is possible for men to be in an institution of this character.

#### CONCLUSION.

The Connecticut National Guard is in a condition to meet almost any emergency. The arms are of the best for our use, and the uniforms and equipments are reported to be in a serviceable condition. We are deficient in modern guns for the use of our Light Battery, and in case of active service lack suitable equipments for feeding the men.

No National Guard in the United States has more competent and zealous officers than has Connecticut.

The National Guard, as now organized, is sufficient for the present needs of the State, and, in my opinion, it should not be increased.

I have the honor to submit herewith the following tabulated statements, reports, etc.:

1. Register.
2. Abstract of the Number of Commissioned Officers and Enlisted Men, Connecticut National Guard, Sept. 30, 1897.
3. Reports of Surgeon-General, Brigade Medical Director, and Surgeon Naval Battallion, Connecticut National Guard.
4. Report of Commissary-General.
5. Reports of Brigadier-General Russell Frost, commanding Brigade, Connecticut National Guard.
6. Report of Major John H. Wade, Brigade Inspector, Connecticut National Guard.
7. Report of Major Howard A. Giddings, commanding Brigade Signal Corps, Connecticut National Guard.
8. Report of Captain Henry S. Terrell, A. D. C., Brigade Connecticut National Guard (acting provost marshal).
9. Reports of Commanding Officers Connecticut National Guard, regarding May parades, etc., 1897.

10. Report of Captain John Milton Thompson, U. S. A., Inspector of Military Forces, for May parade of First Separate Company, Connecticut National Guard.
11. Report of Commander Edward G. Buckland, commanding Naval Battalion, Connecticut National Guard.
12. Report of proceedings of an Examining Board for newly-appointed officers, Connecticut National Guard.
13. Report of Captain John Milton Thompson, U. S. A., Inspector of Military Forces, in relation to the condition of the Connecticut National Guard.
14. Report of First Lieutenant Jonathan M. Wainwright, Paymaster First Regiment, Connecticut National Guard, relating to the riot in Hazelton, Pa.
15. Joint report of Brigadier-General Albert W. Phillips, Surgeon-General, Lieutenant-Colonel Wilbur S. Watson, Medical Director, and Major Julian La Pierre, Surgeon Third Regiment, Connecticut National Guard, as delegates to the "Association of Military Surgeons," Columbus, Ohio.
16. Report of the Board of Inspection of State Property.
17. Reports of Commanding Officers Governor's Guard.
18. Report of Colonel William E. F. Landers, Assistant Adjutant-General, in relation to pension and bounty claims.
19. Military Enrollment, 1897.
20. General Orders and Important Special Orders.

Very respectfully,

Your obedient servant,

GEORGE HAVEN,

*Adjutant-General.*











